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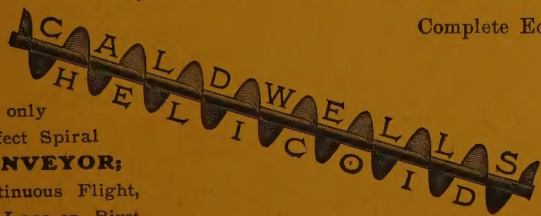
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Best & Co., J. D., grain and hay.
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Directory of the Grain Trade

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Reinhardt & Co., Geo. N., grain and hay.

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Goffe & Carkner Co., grain commission.
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Nansen Commission Co., grain commission.*
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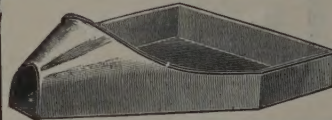
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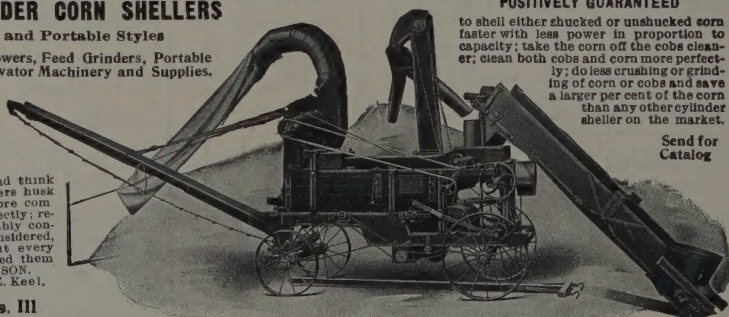
MARSEILLES MFG. CO. Marseilles, Ill

Branch Houses and General Agencies at Principal Distributing Cities.

POSITIVELY GUARANTEED

to shell either shucked or unshucked corn faster with less power in proportion to capacity; take the corn off the cobs cleaner; clean both cobs and corn more perfectly; do less crushing or grinding of corn or cobs and save a larger per cent of the corn than any other cylinder sheller on the market.

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It is no speculation to ship us your grain. It's a sure thing you will be satisfied.

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Bassett Grain Co.

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Telephone 80 Board of Trade

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CONSIGNMENTS SOLICITED

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GENERAL GRAIN MERCHANTS
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Connection wanted with a good roller oats mill

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THE UNION ELEVATOR CO.

Buyers and Shippers of

Corn, Oats, Wheat, Hay & Straw
CLEVELAND, OHIO

We are in the market at all times for "off grades" of grain

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THE HENRY W. CARR COMPANY

SAGINAW, MICH.

General Selling Agents, Commission Merchants
Receivers corn, wheat and all kinds of feeds.
Shippers oats, rye, buckwheat, barley, hay, straw,
potatoes, etc.
Correspondence and consignments solicited.

QUOTATIONS WANTED

on No. 2 Corn.

T. S. Southgate & Company
General Grain Merchants
Jacksonville, Fla.

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Globe Elevator Company

We are located on the Michigan Central, Grand Trunk, and Wabash Railroads. If you can ship your grain to arrive at Buffalo via these lines, we believe it would be to your interest to do business with us. We will bid you delivered Buffalo or handle on consignment. We have a large eastern trade and do a large local business at Buffalo.

Our facilities enable us to handle grain arriving out of condition to the best advantage market will afford.

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TAYLOR CO.

GRAIN AND CLOVER SEED

CRAWFORDSVILLE INDIANA

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E. A. GRUBBS GRAIN CO.

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Wants Correspondence with members of the Grain Dealers National in Ohio, Indiana and Illinois. We want strictly sound winter wheat, yellow shelled corn and re-cleaned white oats.

KENTLAND, IND.

Try

Our Special Brand of White Oats
McCRAY, MORRISON & CO.
GRAIN SHIPPERS Kentland, Ind

BOSTON, MASS.

THE D. W. RANLET CO.

708 Chamber of Commerce, BOSTON, MASS.

We are always in the market for sample lots of wheat, barley, etc., and all kinds of grain and feed. We are looking for salvage and damaged lots of wheat. Send samples.

HARRISBURG, PA.

HARRISBURG FEED & GRAIN COMPANY

ORGANIZED 1901

JAMES W. BARKER, Manager

HARRISBURG, PENNSYLVANIA

— **GRAIN—FEED—HAY—STRAW** —

Car Lots Only

Our manager has been buying grain in Pennsylvania since 1885

Shippers' Record Book No. 20

is designed to facilitate the book-keeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2900 car loads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH" and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance. Wide columns are provided for recording these facts under the respective heads.

Price \$1.75. Address,

GRAIN DEALERS JOURNAL, 255 La Salle Street, Chicago, Ill.

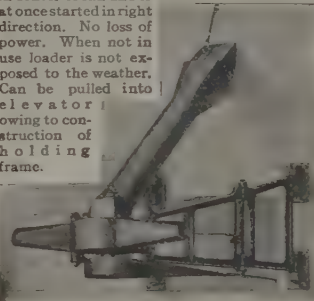
Elevators Wanted

To get in direct communication with would-be buyers of grain elevators reply to ads in the "Elevators Wanted" columns of the GRAIN DEALERS JOURNAL.

POWER CAR LOADERS FOR ELEVATORS

The Ideal Car Loader

Successfully loads both ends of car at the same time. See position of fan. Grain enters in center of fan and is at once started in right direction. No loss of power. When not in use loader is not exposed to the weather. Can be pulled into elevator owing to construction of holding frame.



This loader has many other points of superiority. Write now.
THE IDEAL CAR LOADER CO., Allenville, Ill.

The ONLY Car Loader That Will Not Damage the Grain.

COMBINED Grain Cleaner and Pneumatic CAR LOADER



North Manchester, Ind., August 15, 1907.
Mattoon Grain Conveyor,
Mattoon, Ills.

Dear Sirs: Enclosed find our check for the car loader. We are very much pleased with this combined cleaner and loader and don't see how we could get along without it. It certainly is a complete success. We have had experience enough with many different makes of loaders to know that it is difficult to get a loader that will load perfectly and that too without breaking or grinding the grain. But you have done a car perfectly without damaging the grain, and on the contrary materially improves it by the strong current of air passing through the grain. To understand what a complete success this loader is, you should see it. We like it well enough that we expect to put in over two more sets. Very truly,
KINSEY BROS.

THESE PARTIES ARE NOW INSTALLING THEIR THIRD MACHINE.

The ONLY Machine that Will Clean and Load at the Same Time.

For Descriptive Circular and Prices — Address:

Mattoon Grain Conveyor Co.
MATTOON, ILL.

YOU

Can find no present more acceptable to the progressive grain dealer than a paid up subscription to the Grain Dealers Journal.

MAROA MFG. CO. Maroa, Ills.

Gentlemen:—Enclosed please find draft to balance account. The loader is doing good work and I am well pleased with it.

IVESDALE, ILL., AUG. 18, 1908.

IVESDALE, ILL., AUG. 13, 1908.

MAROA MFG. CO.

Dear Sirs:—Herewith find check to pay for loader. It is doing splendid work.

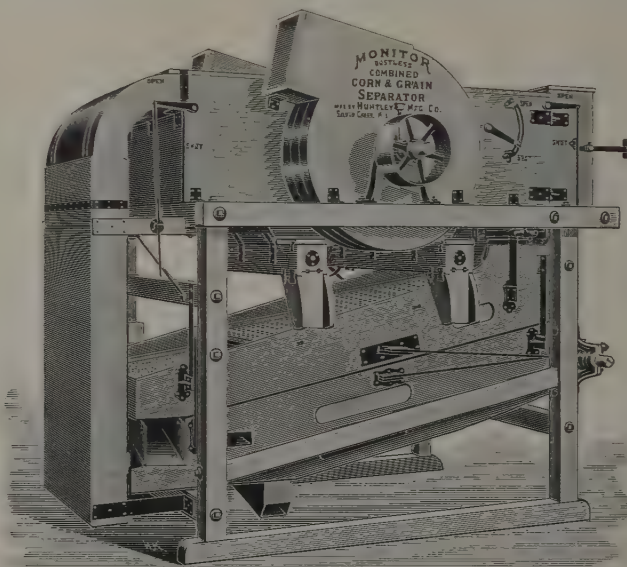
Yours, etc., THE IVESDALE GRAIN CO.

In June, 1901 we sold Mr. Camp a No. 12 Boss Car Loader for his Ivesdale house and in August 1902 he purchased one for his elevator in Benet. In May 1902 we sold one to Mr. W. W. Porter in Ivesdale and on the second day of last July we received a letter from the Ivesdale Grain Co. saying they intended to buy a loader so we had better send a man to see them. We did so that day and the next day we shipped them a No. 14. Of course Mr. Camp's old loader was still in successful operation otherwise his competitors would not have wanted a loader of that kind, but when he saw the new one they got he proposed a trade which we made.

We make them in five sizes all of which we carry in stock for prompt shipment and send them with the understanding that if you are not satisfied with them in every respect you may return them at our expense.

Maroa Mfg. Co.,

Maroa, Ill.



THE MONITOR

Is the World's Standard Grain Cleaner.

In Principle, Construction and operation they differ widely from all other cleaners. Accuracy of adjustment, ease of regulation, and a wide range of perfect cleaning results are to be found in all Monitor Cleaners.

THE MONITOR COMBINED CORN AND GRAIN CLEANER

is adapted for corn, oats and wheat cleaning. It is designed for elevator service and possesses all of our well known "Monitor" improved features. This cleaner carries two individual screen outfits, allowing of two kinds of grain being cleaned without change of screens.

HUNTLEY MFG. CO., SILVER CREEK, N. Y.

316 Fourth Avenue South, MINNEAPOLIS, MINN.

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302 Traders' Building, CHICAGO, ILL.

AVERY AUTOMATIC SHIPPING SCALES

USE THE SCALE recognized by the
Railroads and Grain Terminals

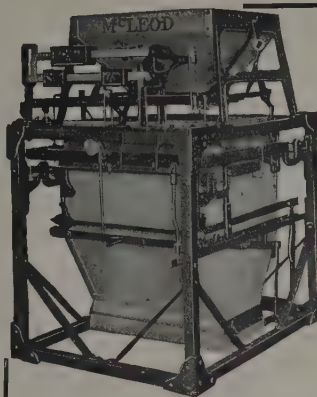


"On Nov. 27th we filed a claim with the R. R. Co. for \$15.92 being loss of 27 bushels of corn from car shipped from Stronghurst to Chicago, this corn being weighed by Avery Automatic Scale. There was NO RECORD of the car leaking, when it arrived at Chicago, but we received payment for the claim on Dec. 15th. Stronghurst, Ill., W. H. Perrine & Co., Dec. 21, 1908."

Avery Scale Co.
North Milwaukee Wisconsin

BRANCHES

New York	Boston, Mass.	Indianapolis, Ind.
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The McLeod Automatic Hopper Scale

"The Scale That Weighs"

A masterpiece of simple construction, embodying the correct principles of the standard scales, including a graduated brass beam.

Weights and records accurately, every pound of grain passing through it.

Requires no attention while in operation, and guaranteed not to stick on light or trashy grain.

Its smooth running qualities insures its durability.

J. D. EARTHART & SON
DEALERS IN
GRAIN AND COAL

PARTRIDGE, KANSAS NOV 14, 1907.

McLEOD BROS., Bloomington, Ill.

GENTLEMEN:—I have your favor of 12th and in reply will say I am more than pleased with my scale. I have weighed with track scales and hopper scales but when I weigh a car of wheat or corn now I am not afraid to make affidavit to weights, I can show as fine weights now as any one, I don't care what kind of scale they are using. Don't hesitate to refer any one to me who is thinking of buying a scale. I can recommend it to any one who wants something good.

Yours truly,
J. D. EARTHART & SON.

WRITE FOR CATALOG

McLEOD BROTHERS, Bloomington, Ill. or Marietta, Kans.

MAKE THE PROFIT YOURSELF

The bleaching of oats and the drying of corn have largely been left to the big elevators of the cities. Heretofore any kind of plant equipment cost too much for small elevator-men to have them.

The process has made big profits for the elevator that had \$20,000 to \$40,000 to spend on bleaching and drying plants.

Figure it yourself. Transform in a few hours ten cars of "no grade" oats to No. 2 grade—what will you make on the process?

How about drying wet corn to grade No. 2?

Profits—they amount to \$100,000,000 a year on the oats and corn crop of the United States.

Arnold's invention revolutionized the situation.

Small elevators and big can afford all the plant necessary—cannot afford not to have it.

It costs only \$700 to \$2,500, according to materials.

You cannot afford to miss this profit—it will soon pay for the Arnold equipment, which combines the dryer and bleacher. It is very simple; more efficient than any other equipment.

Costs only a tenth as much.

Do you want to keep the profits on the grain you handle? Write for booklet.

MANN & WARD

SELLING AGENTS

1256 First National Bank Bldg. CHICAGO

Grain Purifier and Bleacher

This is a simple machine which gives supreme satisfaction. A little steam and sulphur fumes will transform the quality of your oats at a very small cost.

IT IS THE GRAIN DEALER WHO CAN MAKE CHEAP GRAIN LOOK GOOD AND SELL WELL THAT IS MAKING THE MONEY, and nine times out of ten this same fellow does it with a GRAIN PURIFIER.

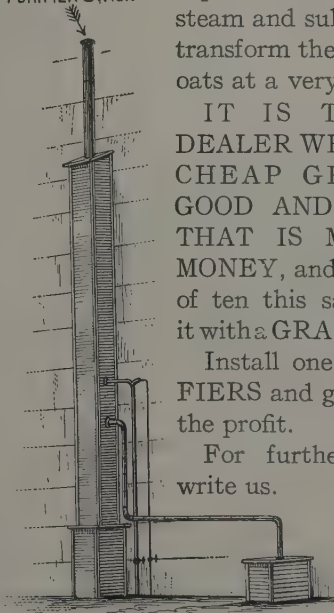
Install one of our PURIFIERS and get your share of the profit.

For further particulars write us.

**U. S. GRAIN
PURIFIER CO.**

EARL PARK,
INDIANA

PURIFIER STACK



Five Dollars Each

is the regular price of the following car movers.

Our Price \$3.75

Each is claimed to be the best

<p>{ EASY ATLAS SAMSON SPECIAL SHELDON CHAMPION }</p>	We don't care which you order

Engines, Scales, Elevator Machinery, Supplies and Fireproof Safes at Lowest Prices.

WRITE TO US.

AMERICAN SUPPLY CO.
810 Farnam St., Omaha, Neb.

Grain Receiving LEDGER

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its 204 pages of linen ledger paper, size, 8½ x 13½ inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners. Order Form 43

Price, \$2.25

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Elevator Machinery and Supplies

We carry a large stock and can fill orders promptly.

Grain Cleaning Machinery

We handle a full line and can give you a machine for any kind of work you want to do.

Roll Corrugating and Grinding

The best work—quick service.

Write us for Catalog and Prices on anything you need.

The Strong-Scott Mfg. Co.
MINNEAPOLIS, MINN.

Northwestern Agents for

Invincible Grain Cleaners,
Richardson Automatic Scales,
Richardson Grain Separators,
Knickerbocker Dust Collectors

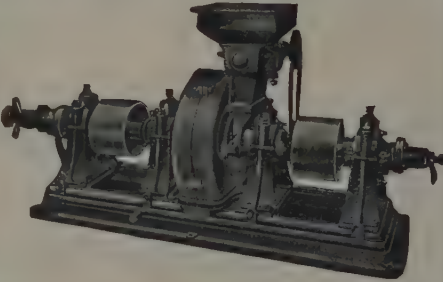
Your Profits

at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

Monarch Feed Mill

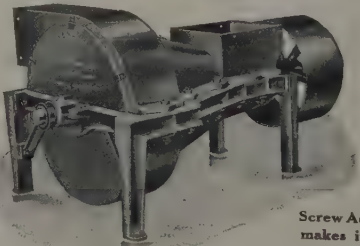
Let us prove it to you by sending you one on trial. **WRITE US**

SPROUT, WALDRON & CO
P. O. 260, MUNCY, PA.



Others may WISH you a happy and prosperous NEW YEAR but we have the machinery to make it so, and only ask you for a trial order to prove it.

Our **B. S. C. Chain Feeder and Conveyor,** our



Pat.
Oct.
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Screw Adjustment makes it all that could be desired.

U. S. Warehouse Corn Sheller, Little Giant Corn and Oats Cleaner and full equipment for Grain Elevators are listed in Catalog No. 2.

We hope you will write us for a copy, or send List of machinery, long or short, for our special prices before buying.

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Used by the leading elevator builders and contractors in filling their contracts is usually

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If you have not insisted upon such a specification you should do so. Hamilton Made Rubber Belting, specially manufactured for elevator service, gives perfect satisfaction.

**SAMPLES AND PRICES
UPON REQUEST**

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REDUCE YOUR EXPENSE

bill, by having an Elevator that does the work. I build and remodel grain Elevators. Write for plans and prices.

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When thinking of building or remodeling your elevator don't overlook the fact that I build and remodel GRAIN ELEVATORS that give entire satisfaction. Scales and Gasoline Engines repaired.

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Economical grain elevators make money for owners. That's the kind I build in wood, concrete or steel. Write me now.

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Plans and Specifications furnished on application.

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Especially Designed for Economy of Operation and Maintenance
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Plans and Estimates Furnished.

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for plans and estimates upon modern grain elevators. Over 200 of our houses in operation.

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I sell the Western Pitless Shellers.

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Who Builds Right Kind of Elevators at the Right Kind of Price

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If you operate a gasoline engine you need this book for it tells about the operation and care of one. Written by a man of practical experience. Contains 140 pages neatly bound in cloth. Price \$1.00

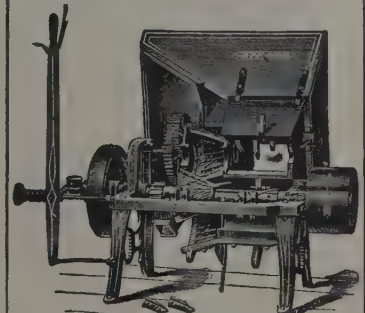
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255 La Salle Street - - - Chicago

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(SOLD WITH OR WITHOUT ELEVATOR.)

Crush ear corn (with or without shucks) and Grind all kinds of small grain; separately or mixed. Will grind Kaffir Corn in the Head. Have Conical Shaped Grinders. CAN RUN EMPTY WITHOUT INJURY.

Different From All Others



Lightest Running
Best Built. Finest Finish.

HANDIEST TO OPERATE

SEVEN SIZES: From 2 to 25 h. p. (Also make Sweep Mills, both Geared and Plain.)

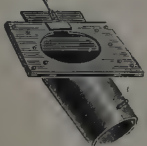
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305 South 3rd Street

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Swivel Spouts for bin bottoms are cheap and convenient. Don't you need some?

We carry a complete line of Elevator Machinery

GRAIN ELEVATOR BUILDERS

You will have a Prosperous New Year if
"YOUNGLOVE"
 BUILDS YOUR ELEVATORS

We carry a full line of
 Elevator and Mill Machinery and
 Supplies, Powers, Belts, Etc.

YOU cannot afford to place contracts
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**Grain Elevators,
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Elevator and Mill Supplies

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HONSTAIN BROS. CO.
 (INCORPORATED)

Contractors and Builders of
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 Plans and Specifications Furnished
 Repairing Done

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Minneapolis, Minn.

THE MINNEAPOLIS STEEL AND MACHINERY CO.

Builds the best fire-proof construction
 elevator because:
 It costs less.

Can be built quicker and at all seasons of
 the year.

It keeps the grain absolutely free from
 moisture.

There is no danger of cracked walls or
 from settling foundations.

In case it is desired to move the elevator
 there is at least 50% salvage.

MINNEAPOLIS, MINN.

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Fireproof Working Houses and Grain Tanks a Specialty.
Write for Plans, Specifications and Prices.

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We build Grain Elevators any style or capacity.

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Canadian Pacific Fire Proof Grain Elevator

Under construction for the Can-
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Fort William, Ontario.

The Barnett & Record Company

General Contractors

Minneapolis, Minn.

CAST IRON ELEVATOR BOOT



Note the convenience our design offers for attaching legs, gates and hoppers.

We make Wood Elevator Boots, either with or without Takeup Boxes, and with Pulley or Sprockets as desired.

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MINNEAPOLIS, MINN.

The Best Bucket THE ACME



We carry a full stock of all standard sizes for quick shipment. These buckets possess all elements of lightness and strength and are made in all gauges. The lap comes at the end, thus making a brace at ends which adds greatly to the strength.

Elevating, Conveying and Power transmitting machinery. Mechanical rubber and Steam goods. Complete stock. Prompt shipments.

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Skeleton Frame Induction Motors

Designed and constructed
for the one purpose—

Mill Work



These motors are stripped of all useless weight and all dangerous sparking fixtures. They consist practically of two solid pieces, are more durable and will carry a greater load without overheating than any other motor. That is why they are so valuable for electric drive in flour mills and grain elevators. Write for booklet 761-E.

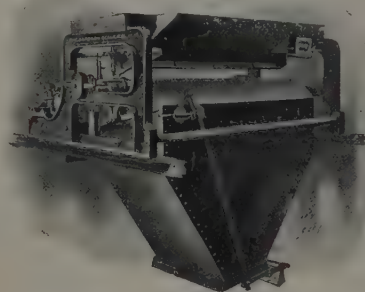
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Monadnock Bldg. Schenectady, N. Y. in all large Cities.

Why Worry About Leaks

This Journal reported recently that 72% of the cars arriving at Baltimore were leaking.

The shipper who uses a RICHARDSON AUTOMATIC SCALE for loading out can laugh at wrecks and leaks since he has indisputable evidence of all grain leaving the house, and can swear to the contents of any car shipped and thus get full payment.



Weighs any kind of grain. Is very speedy. Checks up with terminals, unless a leakage occurs in transit. Tells all the time the balance of grain in the house. Sent on trial for 30 days. Quick shipment.

Richardson Scale Company

6 Park Row NEW YORK
122 Monroe Street CHICAGO
415 Third Street South MINNEAPOLIS

Increase Capacity 100%

If you desire to increase the working capacity of your elevator plant one hundred fold, don't remodel things at a great expense, and add new legs, or larger cups and belt. We will accomplish all this for you, and much more by simply substituting a

Hall Non-Chokable Boot

and guarantee these results and and capacity, and prove it before asking acceptance.

Catalog E Illustrates it all



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222 Range Bldg.

OMAHA, NEBR.

When you buy 100 bushels of wheat for \$100 and then waste it, you can readily see you would have saved time and trouble by throwing away the \$100 in the first place.

The same loss is made when you mix this wheat in a bin containing 1000 bushels of oats; or when you spill it in your cupola, mixing it with other grains heretofore split; or clearing a choke, and mixing it in your pit with other grains from other chokes.

It's all an indirect way of wasting MONEY; discerned however, only by the thoughtful.

That's why the

HALL SIGNALING DISTRIBUTOR

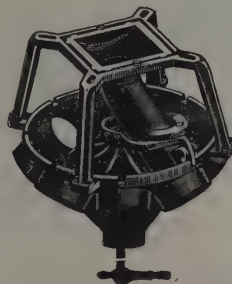
is every day, everywhere, displacing other crude wasteful devices. Its design and its signaling feature does it.

IT PAYS

in this indirect way many times its cost every year; sometimes in *one day*.

You will find your neighbors have them in any state. Ask them about it or let us send you what they say.

SENT ON TRIAL.



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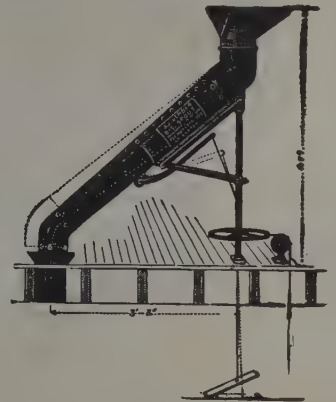
222 Range Bldg.

OMAHA, NEBR.

GOOD EQUIPMENT

is the cheapest—it will give satisfaction at all times, and can be depended upon when wanted most.

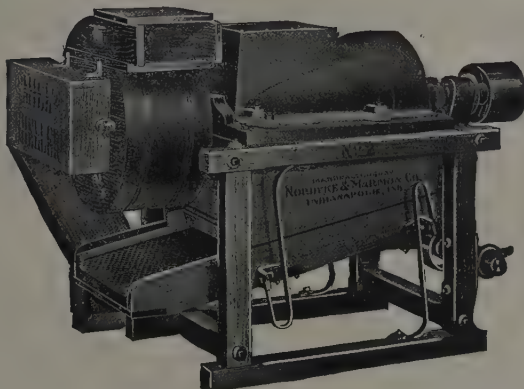
The Gerber Improved Distributing Spouts are made by skilled workmen, from the best of material. They have a reputation to sustain and must be right. Our largest customers are the ones who have bought from us for years. They know if GERBER ships it it is right.



I make a Specialty of Elevator and Mill Spouting Write for Particulars

J. J. GERBER,

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MILL SHELLER

A Combined Sheller and Cleaner for small mills and country elevators. Simple, durable and economical. Cylinder discharges on head end of shaker, thus obtaining full benefit of screens. The most

efficient combined machine of small capacity on the market. Built in two sizes, 40 to 100 bushels capacity. Send for Catalog 568.

Our line includes mill and elevator supplies of all kinds, power connections, grain handling appliances and many special machines for mills and elevators.

Estimates cheerfully furnished.

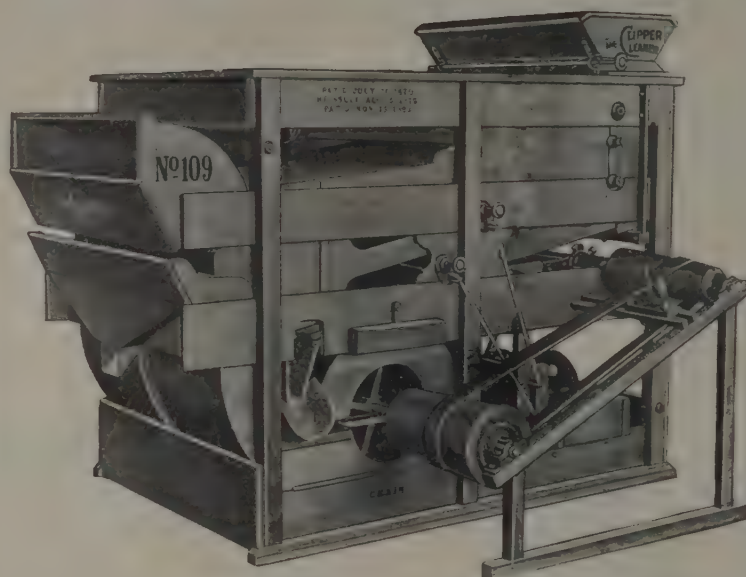
NORDYKE & MARMON CO.

America's Leading Mill Builders

Established 1851.

INDIANAPOLIS, IND.

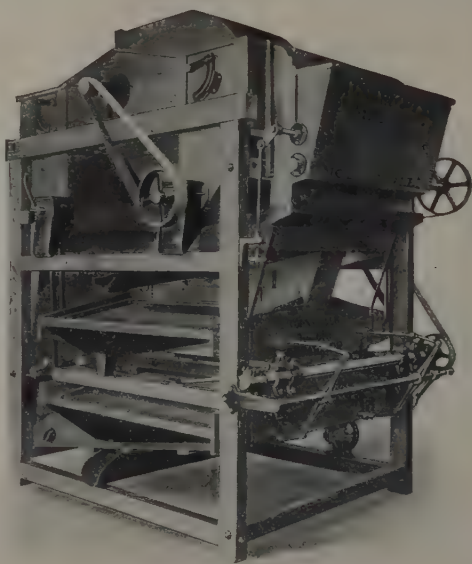
THE No. 109 CLIPPER SEED AND GRAIN CLEANER



shown here has our perfect Traveling Brush device on the screens to keep them from clogging, which enables it to do better work than any other Cleaner. It also has our special Air Controller, which an experienced man will see at a glance is a perfect device for regulating the air blast. It has three full length screens and one-half length scalper screen which makes it very desirable for handling dirty or chaffy seed, grain or corn. The excellent results obtained on this machine and the small amount of power required by it will surprise you if you have not operated one of our Cleaners.

We guarantee it to give perfect satisfaction on clover or timothy seed or any kind of grain and it can be operated with one-fourth the expense for power of any suction cleaner on the market. If you are looking for a first-class, up-to-date cleaner of good capacity, we would be glad to send you catalog and give prices and particulars upon request.

A. T. FERRELL & CO., Saginaw, W. S. Michigan



Cornwall Double Separator

THE latest and best Elevator and Warehouse Separator on the market.

Will clean all kinds of grain and seeds.

Has both kinds of sieving motion. Sieves with their motion in line with the travel of the grain for removing straw and other coarse impurities and sieves on which the grain travels across the line of motion for making very close separations.

It removes the fine sand and seed at the head of the sieve.

Our sieve cleaners clean every inch of the sieves several times a minute. They work under the sieves and consequently lift the trash out of the holes and cause it to tail over instead of assisting it to pass through with the grain.

Both the air and sieve separations are at all times under the complete control of the operator.

Every sieve is at all times in plain sight and can be removed easily and quickly without disturbing any other part of the machine.

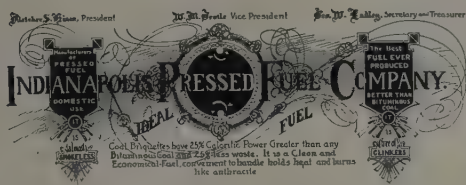
Other features described in our latest circular.

We also make a full and complete line of Feed Mills, Corn Shellers and Cleaners and furnish Elevator Supplies of all kinds.

BARNARD & LEAS MFG. CO.

Builders of Elevator Machinery and Supplies,

Moline, Ill.



Indianapolis, Ind., Jan. 14, 1909

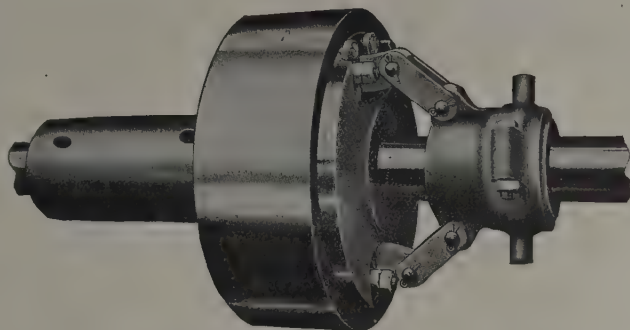
Union Iron Works,
Decatur, Illinois.
Gentlemen:

I beg to acknowledge receipt of your letter under date of January 13, asking how we like, the fifteen inch Western Friction Clutch. In reply would say that within the last four months, we have had four different makes, of Friction Clutches, one of which is the Western. With this Clutch we are pulling a Briquetting Machine which weighs 65,000 pounds, puts 30,000 pounds pressure, on each Briquet and makes 840 briquettes per minute. With this new Western Clutch, I have repeatedly disengaged the Clutch, while the Compressing Machine is on full Compression, pushed it back into engagement, and it picks up this immense load, without a quiver. I did this today to show some Capitalists, who were here, to investigate my Machinery, and who are going to put a Plant in, that the Western is the Clutch that they want to buy. Personally I am convinced that the Western Friction Clutch, is the best in the United States.

Yours very truly,

Indianapolis PRESSED Fuel Company,

George W. Ladley



Patent Allowed

The Western Friction Clutch

is being used every day to replace other makes that have failed where severe duty was required.

Can be used as cut-off coupling or furnished with sleeve for sprockets, pulleys, sheaves, etc.

Built in Ten Sizes

Write for Description and Prices

UNION IRON WORKS,

Manufacturers
of

WESTERN

Elevator
Equipment

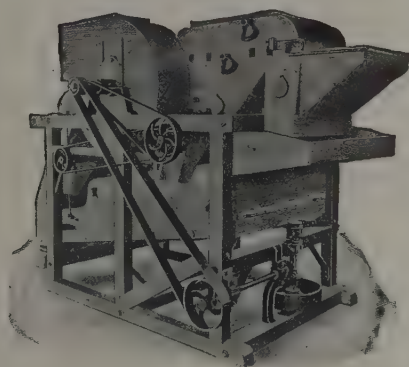
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The Ohio Corn Shellers and Grain Cleaners

The Best Elevator Equipment to be had.
Not one dissatisfied user.

We guarantee all our machinery to do the work
entirely satisfactory.

Complete Equipment for Elevators.



PATENTED



The Ohio Oscillating Grain Cleaner for Corn and Cobs, Wheat and Oats

Fan discharge Shellers with adjustable cylinder discharge in either direction, over or underneath.

Regular Shellers with adjustable cylinder.

Dumps, Drags, Heads, Boots, Manlifts, Conveyors
and Power Transmission.

WRITE US

THE PHILIP SMITH MFG. COMPANY, Sidney, Ohio

Johnson's Grain Dryer and Renovator

Chicago, Sept. 11, 1908.

E. G. Isch & Co., Peoria, Ill.

Gentlemen:—In reply to your request for our opinion on the Johnson Dryer, you installed recently in our plant, would say that it fulfills all promises and all you claim for it.

It was installed as an experiment as there was no other one in this city and the best recommendation we can give it is that we accepted it and paid for it.

The dryer can be run without extra help night and day and Sundays, and even in damp weather the air from the dryer goes into the bins perfectly dry. We made some very severe tests on wet salvage grain with good results and on damp grain there is no question that it will put the same in condition usually with 8 to 12 hours' application.

We consider the dryer past the experimental stage now and congratulate you upon having the most satisfactory device for drying damp grain.

To obtain the best results, however, a large compressor should be used.

Wishing you success, we are

Respectfully yours,

MUELLER & YOUNG GRAIN COMPANY

H. MUELLER, Pres.

E. G. ISCH & CO., Peoria, Illinois

Eventually

you will realize the folly of paying corn price for water; why not install a

HESS (U. S.) MOISTURE TESTER

now, and begin handling the new corn right.

Anyone can use it. Makes correct tests in 20 minutes. Heated by gas, gasoline, alcohol or kerosene.

PRICES F. O. B. CHICAGO:

2 Compartment, Complete, . .	\$40.00
4 Compartment, Complete, . .	50.00
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Torsion Balance, Recommended and used by U. S. Department of Agriculture	23.00

Hess U. S. Moisture Testers are used by many leading grain dealers and exchanges.

Send for free booklet with instructions for testing grain for moisture.

HESS WARMING & VENTILATING COMPANY
907 Tacoma Building, CHICAGO

P. S.—Hess Grain Dryers are used everywhere. Made in all sizes—for all kinds of grain and seed.

HESS-DRIED IS BEST DRIED



MOISTURE



should be removed from your grain before it leaves your elevator. Then you can rest easy as to its condition when it arrives at destination. It is now possible for every elevator man to dry grain, for the

"Eureka" Grain Dryer

is within the reach of all, and it is practical too. This dryer produces positively the most uniform and satisfactory results in drying, cooling and conditioning damp, wet and musty corn or wheat.

The "Eureka" Dryer is automatic and continuous in operation. Equipped with automatic force feeder and delivery.

Is not an experiment. Many in operation in all parts of the country.

Most Economical to Operate. Easily Installed. Built in All Capacities.
Prompt Delivery. Absolute Satisfaction Guaranteed.

Full Particulars on Application

THE S. HOWES CO.

Builders of the "Eureka" Grain Cleaners.

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SOUTHWESTERN REPRESENTATIVE, THE P. H. PELKY CONSTRUCTION CO., WICHITA, KAN.
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Ohio Gas and Gasoline Engines
(All sizes)

Used by many lines of elevators. Used by the U. S. Government. Used by some of the largest railway systems in the United States. Let us tell you why.

OHIO MOTOR CO., 315 Dearborn St., Chicago, Ill.

YOU WANT GOOD ELEVATOR POWER

You must have it to make profit on the long and short jobs. You get what you are looking for in the

WITTE GAS & GASOLINE ENGINES

The low cost of power, the little time taken to start, the assurance of continuous operation, and the safety features make the WITTE Engine of interest to every builder and user.

GUARANTEED 5 YEARS

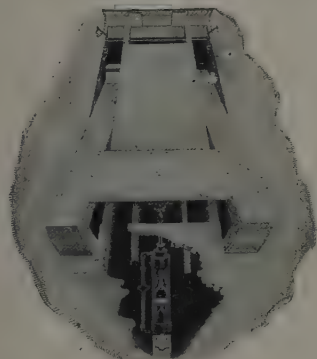
The proposition we make to introduce will appeal to you. In writing state size wanted.

WITTE IRON WORKS CO.
526 West Fifth St., Kansas City, Mo.




NO JAR OR JOLT

When You Have a
Reliance Automatic Dump Controller



The movement of the dump is smooth and slow. The controller is simple in construction, easily installed and requires no attention. Absolutely automatic. Study cut carefully and you will be convinced that this device is something you cannot afford to do without.

Hargreaves & Godel of Manhattan, Ill., write: "We have given the Reliance Dump Controller a thorough test and find them to be all you represent and a perfect dump controller."

Sent on 30 Days trial. RELIANCE CONSTRUCTION CO., Indianapolis, Ind.

FOOS GASOLINE ENGINES

HORIZONTAL, 2 to 90 H. P.
HAVE WIPE SPARK IGNITER, positive acting and self-cleaning.
VERTICAL VALVES, mechanically operated, admit fuel charge into cylinder at atmospheric pressure.
CENTERLINE COUNTERBALANCING, increases the efficiency and decreases the fuel bills.

ACCESSIBLE DESIGN, makes it a simple matter to keep Foos Engines properly adjusted.

Get Catalogue No. 20. THE FOOS GAS ENGINE COMPANY, Springfield, O.



OTTO ENGINES

OTTO SUCTION GAS PRODUCERS and OTTO ENGINES are reliable and can be operated by men of ordinary intelligence.

J. A. Witter, Engineer for the Beaver Crossing Electric Light & Power Co., Beaver Crossing, Neb., writes,—

"Please send me a book of instructions on handling and running your gas producer and engine. I have been running this one on horse sense but that might not work at all times. Plant works fine."

This man, without special instructions but with the use of "horse sense" causes his plant to work fine. There is a volume of praise for "OTTO" machinery in Mr. Witter's short letter.



OTTO GAS ENGINE WORKS, Phila., Pa.
STANDARD OF THE WORLD

Reliable Powers For Elevator and Warehouse Men

It is worth something to you to be sure of your power and to have to give it only slight attention.

Dependable starting and regular, smooth running are well known features of the simple, strong

I. H. C. Gasoline Engines

I. H. C. engines give the maximum of service at the lowest cost of production. And none but high class, perfect working machines are ever permitted to go out from the I. H. C. works. The numerous styles adapt them to the running of all kinds of machinery.



Vertical in 2, 3 and 25-horse power.
Horizontal (portable and stationary) 4, 6, 8, 10, 12, 15 and 20-horse power.
Air-cooled engines in 1 and 2-horse power.
Engines mounted on skids or ready for mounting. Saws and Pumping Outfits, Jacks, etc.

Call on the International local agent and write for catalog.

International Harvester Company of America
(Incorporated)
21 Harvester Building, Chicago, U. S. A.

Clark's Grain Tables for Wagon Loads

TWELFTH EDITION

The best and most complete edition of these popular reduction tables ever issued.

It contains 16 grain tables and two pages of freight tables all printed from heavy-faced type in two colors on 175-pound Manila stock. It is reinforced at back with silk cloth.

It has a string loop attached so it can be hung up beside the scale beam. Marginal index for quickly finding table wanted.

All reductions are complete on one page. It has a range from 100 to 4,000 lbs. on 10-pound breaks.

The tables show the following reductions:
Oats at 32 lbs., 33 lbs. and 35 lbs. Timothy Seed, 45 lbs. Barley, Hungarian Grass Seed and Corn Meal at 48 lbs. Barley at 50 lbs. Shelled Corn Rye and Flax Seed at 56 lbs. Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs. Wheat, 60 lbs., with 1, 2 3 and 5 lbs. dockage. Ear Corn at 70 lbs., 72 lbs., 75 lbs. and 80 lbs. per bu.

Freight table shows rate per bushel at 60, 55, 48 and 32 lbs. per bu. when the rate per 100 lbs. is 1 to 30¢ cents in 4 cent rises.

Price, postpaid, 50 cents

GRAIN DEALERS JOURNAL

255 La Salle Street

CHICAGO, ILL.

SHIPPERS

are continually consulting these pages. If you want their business, use space in the Grain Dealers Journal

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GOOD PAYING elevator and mill for sale. Write us. Buckeye Brokerage Co., C. B. Jenkins, Mgr., Marion, Ohio.

FOR SALE—Elevator and coal sheds in eastern South Dakota. Am locating on Coast. Address Box 18, Colton, S. D.

FOR SALE or exchange for good farm land, terminal transfer and cleaning grain elevator at Kansas City, Mo. Address De, Box 4, Grain Dealers Journal, Chicago.

A GOOD PAYING ELEVATOR in Northeastern Indiana for sale. A bargain if sold soon. Address Bargain, Box 2, Grain Dealers Journal, Chicago, Ill.

30,000 Cap. Cribbed Elevator on Illinois Central, handling 150,000 bus. this year. For particulars address Car, Box 2, Grain Dealers Journal, Chicago.

ELEVATOR, FEED MILL AND HOME for sale, in best farming country. A money-making proposition. Address Home, Box 1, Grain Dealers Journal, Chicago.

WILL SELL: One half interest in my elevator and coal business also my Litter Carrier. A good money making proposition for a good man. W. J. Herscher, Buckingham, Ill.

ALFALFA MILL AND ELEVATOR FOR SALE, in a rich alfalfa and corn country. Two railroads. It's a money-maker. Only those in earnest need reply. Box 1268, Oklahoma City, Okla.

FOR SALE OR TRADE for improved Iowa or South Dakota land, two modern 35,000 bushel elevators in central Iowa, with a good business. Address G. W. P., Box 9, Grain Dealers Journal, Chicago.

KANSAS 15,000 Bus. Eltr. on the U. P. R. R. in Turkey Wheat Belt. Handling annually from 100,000 to 150,000 bu. Well equipped: no competition with mills; crop conditions never better. Good reasons for selling. Price reasonable. Write quick. Address M. T., Box 12, Grain Dealers Journal, Chicago, Ill.

MUST SELL ELEVATORS at Cash-ion and Lockridge. Cashion elev. cap. 10,000 bu.; has 5 h.p. Weber Gas Engine. Lockridge Elevator, cap. 18,000 bu.; has Invincible Wheat Clipper, 200 bu. capacity an hour. Cylinder Corn Sheller and cleaner, with 250 bu. capacity. 22 H.P. Lewis-Thompson Gas Engine. Must be sold by first Monday in March, 1909. Cashion & Lockridge Grain Co., Lockridge, Okla.

FOR SALE—Grain, coal and feed business in Illinois on C. & A. Ry. Plant includes 50,000 capacity gasoline power iron-clad cribbed elevator building. Crib for 15,000 bu. ear corn. Coal houses for 200 tons hard and soft coal. Feed grinder, etc. All in first-class condition. Handles 150,000 bus. grain annually. Price \$8,000. Address Door, Box 11, Grain Dealers Journal, Chicago.

FOR SALE—Line of nine elevators, including fine cleaning plant, located in the best small grain and corn country of Southern Minnesota. The large corn crop, in addition to the small grain, assures good business the year round. Each elevator practically new and strictly modern; all are good money-makers. Good coal business in connection. For particulars, address Box 27, Commerce Station, Minneapolis, Minn.

ELEVATORS FOR SALE.

ELEVATOR AND LUMBER YARD for sale in Central Iowa, doing a big business. Will sell all together or separate. Address Buck, Box 2, Grain Dealers Journal, Chicago.

\$4,500 takes an elevator and small feed mill in a small central Wisconsin town. Fine opportunity to engage in lumber and coal business in connection. John E. Hart, Elroy, Wis.

WILL SELL my grain elevators, hay, coal and feed business in good hay and grain section in Southern Michigan; no competition. Address H., Box 2, Grain Dealers Journal, Chicago.

FOR SALE—Two new elevators in Western North Dakota, 30,000 capacity. Modern in every way; good business. Address Bob, Box 1, Grain Dealers Journal, Chicago.

FOR SALE—Our location at Paulding, Paulding Co., Ohio, the county which produced the greatest corn crop in the United States last year. Fine location; cheap. The Raymond P. Lipe Co., Toledo, Ohio.

ELEVATORS FOR SALE IN EVERY SURPLUS Grain State. Send for our 100-page list. U. S. Brokerage Co., Elevator Brokers, 344 N. Main St., Decatur, Ill. Correspondence and negotiations confidential.

ELEVATORS FOR SALE—We have a large list of extra good bargains in elevators in first-class locations, doing good business. Write for prices, terms and descriptions, giving location you prefer. Iowa Mill & Elevator Brokers, Independence, Iowa.

ILLINOIS ELEVATOR in the best corn and oats section of Eastern Ill. Station handles 500,000 bushels annually. One competitor. This is a first-class proposition. If you want to buy an elevator, write us. Address J. L., Box 1, Grain Dealers Journal, Chicago.

FOR SALE—Strictly modern new 35,000 bushel elevator in Northwestern Iowa; good business; no competition. Good coal, flour and feed business in connection. Good reason for selling. Address Man, Box 2, Grain Dealers Journal, Chicago.

ONE SPECIAL ELEVATOR BARGAIN, either a whole station of two elevators, or one of them in best corn and oats section in Ind. Station will net \$10,000 5 years' average. Price \$30,000 for quick sale. Always have plenty of elevator bargains, all sizes, all prices. John A. Rice, Broker, Frankfort, Ind.

FOR SALE.—100,000 bushel elevator on the Chicago & Eastern Illinois railroad, in western Indiana, located about 100 miles from Chicago. This is one of the best elevator properties in Indiana. does a business of about 300,000 bushels a year. Write for description. Address Dence, Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Lumber, Coal, Grain and Hog business, located in Central Nebraska. Equipment:—Frame elevator, dump, gasoline engine, pneumatic loader, hopper scales and cleaner; lumber yard, comprising two sheds, 24x96 and 24x196, and office with scale. Good trading point. Address inquiries to B. 19, Box 2, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

FOR SALE—10,000 BUS. ELEVATOR, doing good business in grain, seed, coal, and hay. Located in good town, 1,500 population; two railroads, in Maumee corn belt, Northwestern Ohio. Address Corn, Box 1, Grain Dealers Journal, Chicago.

FOR SALE—A grain elevator at Aboite, Ind.; also hay warehouse. Fine opening for grain, hay and coal business. Will sell on time or take good farm land part payment. The opportunity of a life time to good party. Write S. Bash & Co., Fort Wayne, Ind.

ELEVATOR AND COAL BUSINESS in Central Minnesota; best grain section in state; 30,000 bu. elevator; thoroughly equipped station; handles not less than 300,000 yearly. Will sell whole or half interest at good terms. Have other business must attend to. Address B, Box 1, Grain Dealers Journal, Chicago.

ELEVATOR AND LUCRATIVE BUSINESS. Elevator capacity, 75,000 bus.; all latest improvements, with electric power, etc.; large grain warehouse; fireproof brick hemp house; coal and grain business. Only elevator in county; annual wheat production, 400,000 bus., 3 railroads in our yards. For full particulars address S. S. Offutt & Co., Georgetown, Ky.

EASTERN INDIANA ELEVATOR and coal business for sale. Capacity 10,000 bu.; 12 H. P. gasoline engine; all bins hoppers. In good corn, oats, and hay territory, 5 miles to nearest opposition. Lots of coal sold here and trade increasing every year. Stock scales, only scales in town. If sold soon, will take \$2,250. Address Leroy, Box 2, Grain Dealers Journal, Chicago, Ill.

MISCELLANEOUS.

FOR SALE—Clean stock of gen. mdse. Walter Parks, Airlie, Minn.

WANTED—Present address of Fred Faulkner, formerly manager of the Colorado-Nebraska Grain & Hay Co. Address I. B. Dunn, Box 1, Grain Dealers Journal, Chicago, Ill.

RICE MILL READY FOR OPERATION. Well located on two railroads; will sell at a bargain and on easy terms to responsible people. Address Jesse H. Jones, Commercial Bank Bldg., Houston, Tex.

ADDRESS WANTED of H. C. North, formerly of Milton, Ind., and later Indianapolis. Important communication. Address Jones, Box 2 Grain Dealers Journal, Chicago, Ill.

DRAIN TILE FACTORY FOR SALE—Up-to-date in every respect and operating very profitably. Make fine quality of tile, 4" to 24". All the orders we can handle. Address O. D. T., Box 1, Grain Dealers Journal, Chicago.

WE BUY, SELL AND TRADE FOR ELEVATORS. The president of our company has sold more elevators than any other one man in the U. S. Send for our 100-page list. U. S. Brokerage Co., Elevator Brokers, 344 N. Main St., Decatur, Ill. Correspondence and negotiations confidential.

BRAN FOR SALE.

LARGE FLAKY Winter Wheat Bran, sacked. H. H. Emminga, Golden, Ill.

ELEVATORS WANTED.

WANTED—To lease an elevator. Address Lock Box 287, Greenville, O.

WOULD BUY an elevator in eastern Nebraska. R. R. Chenoweth, Ohio, Neb.

WANTED—To trade for a good elevator in Kansas. F. P. Hawthorne, McPherson, Kans.

ELEVATOR WANTED. I want a good elevator in good grain territory. Will pay cash if priced right. J. C. Hight, Decatur, Ill.

ELEVATOR WANTED in Eastern Indiana or Western Ohio; capacity about 100,000 bu. Address Somer, Box 2, Grain Dealers Journal, Chicago.

WANTED—Elevators handling 150,000 bu. annually. Indiana or Western Ohio preferred. Address A. L. Schulenberg, Huntington, Ind.

WE HAVE a client who wishes to exchange cheap wild land for elevators; preferably in Northern Iowa, Minnesota, North or South Dakota. Address Exchange, 32 Chamber of Commerce, Minneapolis.

WANTED—Elevator or lumber yard, for corn, broom corn, and wheat farm. We have a client who has 517 acres of as rich land as can be found anywhere in the corn belt. It is all deep, rich, black soil. There is no timber except about 20 acres in the pasture. It will raise as much corn or broom corn as any \$150 or \$200 per acre land here in Cent. Ill. It is fairly well fenced, has good house, plenty of stable room, wind pump, feed lots, out-buildings, etc. Possession can be given March 1 or it can be sold or traded; rented for 2-5 the grain and \$4.00 for the grass; price \$85 per acre, subject to \$14,000 incumbrance at 5½%, and owner will consider good stock of merchandise or brick business building in Central Ill. U. S. Brokerage Co., Decatur, Ill.

MILLS FOR SALE.

SIXTY-BARREL Water Flour Mill in Eastern Nebraska, with all modern machinery; dam on rock foundation. Address N. Z. Snell, Lincoln, Neb.

FOR SALE 60 bbl. Plansifter Mill at Dry Ridge, Ky. Plenty wheat, fine grist trade. Rare chance for first-class miller who has little money. Address Robt. Taylor quick, Higginsport, O.

SIXTY-BARREL MILL for sale, in Northern Indiana. Good location, doing fine business. Everything in excellent condition. Fine opportunity for someone. Good reasons for selling. Address Steam, Box 1, Grain Dealers Journal, Chicago.

A BARGAIN FOR A QUICK BUYER. Terms liberal. For Sale—The mill you are looking for, in Kentucky Bluegrass section, where mill products are highest. 30 years established trade. Books show good profits. For full particulars address Harry M. Logan, Shelbyville, Ky.

The Value

of an "ad" is not measured by what it costs but by what it pays the advertiser.

SITUATIONS WANTED.

WANTED—Position as manager of elevator, preferably in Eastern or Central Nebraska. 2 yrs. exp. Address C. T., Box 2, Grain Dealers Journal, Chicago.

SITUATION WANTED in cleaning or transfer house; 15 years, exp.; fully competent. References. Address W. P. L., Box 9, Grain Dealers Journal, Chicago.

POSITION WANTED as traveling auditor, by practical and experienced grain man. First-class accountant. Address Paris, Box 1, Grain Dealers Journal, Chicago.

SITUATION WANTED either at local elevator or on the road as grain buyer. Can give first-class references and good financial rating; years of experience. W. B. Allen, Conway, Iowa.

WANTED—Position as buyer, manager or solicitor, by married man, age 37. 20 years' experience buying and handling seeds, grain, feed, and hay. Have traveled all the grain states and know the trade. Highest recommendations. Address Expert, Box 2, Grain Dealers Journal, Chicago.

WANTED—a position by a young man who has been in the office and weighmaster for 5 years in a Lakeport elevator, which has a capacity of 600,000 bushels. Have good recommends; can give best of references. A good penman, thirty years of age, and single. Address G. N., Box 12, Grain Dealers Journal, Chicago.

HELP WANTED.

SALESMAN WANTED—to handle wheat and buckwheat flour in Chicago and nearby territory. Splendid opportunity for a good man. Address Salesman, Box 10, Grain Dealers Journal, Chicago.

PARTNERS WANTED.

I WANT to take an active partnership in a good grain business. Have had 14 yrs. experience in the business. A-1 references. Address Deb, Box 2, Grain Dealers Journal, Chicago.

WANTED—A competent business man with \$15,000 to \$25,000 cash, to take stock and active part, if desirous, in a profitable and well-established grain business. Address Draw, Box 834, Sioux Falls, South Dakota.

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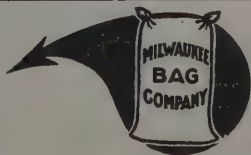
who want to reach the regular grain dealers of the country use space in the GRAIN DEALERS JOURNAL

WRITE US

FOR QUOTATIONS ON COTTON SEED MEAL
H. J. HASENWINKLE COMPANY
MEMPHIS, TENNESSEE



MILWAUKEE BAGS
point the way to greater sales. The quality of our printing makes your brand stand out in all its original colors and to an end that can't help but show on the right side of your ledger.
Milwaukee Bags made right? Of course
MILWAUKEE BAG CO.
MILWAUKEE WISCONSIN



COTTON SEED MEAL FOR SALE.

COTTON SEED MEAL for sale. We can quote you low prices on best grades. Correspondence solicited. Union Grain Co., Guthrie, Okla.

PURE OWL BRAND COTTON SEED MEAL. Known everywhere for its high feeding qualities. Registered analysis. Write for prices and booklet on feeding. F. W. Brode & Co., Memphis, Tenn.

HAY WANTED.

W. J. SAVAGE, Trustee, of Streator, Ill., is continually in the market for No. 1 and No. 2 Timothy Hay.

HAY AND STRAW WANTED. Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

ALFALFA MEAL FOR SALE.

We are booked ahead on ALFALFA MEAL. Let us send you sample and prices delivered. F. G. Olson, Wichita, Kas.

MEAL FOR SALE.

STRAIGHT COB MEAL in car lots, cheap. Address Droge Elevator Co., Council Bluffs, Ia.

COTTON SEED FOR SALE.

I HAVE a carload of improved Rowden Cotton Seed for sale. Write for prices. J. W. Overstreet, Wills Point, Tex.

BUCKWHEAT FLOUR FOR SALE.

CHOICE pure Buckwheat Flour for sale. Prompt shipment. Miner-Hillard Milling Co., Wilkes-Barre, Pa.

BAGS FOR SALE.

SECOND-HAND 68" 8 oz. Bags. Capacity four to five bushels grain. Good condition; no holes; 6c delivered. J. B. Worth Co., Petersburg, Va.

BAGS WANTED.

WANTED—Old torn bags, state quantity. Margolius Co., Norfolk, Va.

ALFALFA MEAL

and Alfalfa Stock Foods

The most economical, the least expensive. Write for prices.

H. C. THOMPSON, Wichita, Kan.

ENGINES FOR SALE.

GASOLINE engines for sale, 10 h.p. Temple Pump Co., 15th Place, Chicago.

ONE 15 H. P. Ohio Gas Engine with complete outfit. A bargain. Address Geo. Rinkenberger, Washington, Ill.

FOR SALE—One 25 H. P. Columbus Gasoline Engine; good as new. Price reasonable. Inquire of Versailles Grain Co., Versailles, O.

FOR SALE AT A BARGAIN, a \$450 Otto Gasoline Engine, horizontal action, 8½ H. P., 4½ ft. drive wheels. Address Uptide Co., Memphis, Tenn.

FOR SALE—One 8 H. P. Charter Gasoline Engine, new cylinder; good as new throughout. Address Engine, Box 11, Grain Dealers Journal, Chicago.

GASOLINE ENGINE BARGAINS.

1- 4 HP Fairbanks	\$90.00
1- 2 HP Fairbanks oil cooled....	75.00
1- 4 HP Dempster	75.00
1- 5 HP Webster	100.00
1-10 HP Webster	100.00
1-12 HP Webster	150.00
1-20 HP Fairbanks good as new..	350.00
1-12 HP Fields engine, new.....	334.00
1-15 HP Fields engine, new.....	391.00

Allen P. Ely & Co.,
Omaha, Neb.

GAS ENGINES FOR SALE.

28 H. P. Fairbanks Morse.
25 H. P. Columbus.
22 H. P. Foos.
20 H. P. Fairbanks.
16 H. P. Lewis.
15 H. P. Fairbanks Morse.
36 H. P. Otto.
3-12 h. p. Fairbanks Morse.
10 H. P. Lewis.
6 H. P. Fairbanks Morse.
Also fifty engines of smaller size and all makes. A. H. McDonald, 62 West Monroe St., Chicago.

ENGINES AND BOILERS.

FOR SALE—25 H. P. steam engine and boiler, in fine condition. Address Burr, Box 11, Grain Dealers Journal, Chicago.

BARGAINS IN BOILERS.

Just as good as new, four 60 in. diameter, 16 ft. long, 58 flues, 90 h. p. boilers. Address South Chicago Elevator Co., 240 La Salle St., Chicago, Ill.

FOR SALE.**ENGINES AND BOILERS.**

Engines—Corliss, Automatic and Throttling, all sizes from 1 to 500 H. P. Boilers—Horizontal, Portable and Vertical, all sizes from 1 to 200 H. P. Pumps, Heaters, Tanks, Saw Mill and General Machinery.

Write for our prices on your requirements.

The Randle Machinery Co.
1748 Powers St. Cincinnati, O.

MACHINES WANTED.

NEW OR SECOND-HAND grain cleaner wanted, which can be run with a 5 h.p. engine. Barney Bunkers, Remsen, Ia.

MACHINES WANTED—Wanted, a 24" attrition mill and 150 bu. milling separator, hopper scale, power shovel, and elevator legs. What have you? Address Mitchell, Box 12, Grain Dealers Journal, Chicago.

MACHINES FOR SALE.

HESS GRAIN DRYER for sale. Comparatively new, at one-half original value. J. B. Worth Co., Petersburg, Va.

FOR SALE—Western Field Sheller; complete; new. Big sacrifice for cash. \$400.00 Rig. O. L. Gordon, Route 6, Robinson, Ill.

A BARGAIN—One new "Little Victor" Corn Sheller and Cleaner, combined. Has never been used. Address W. W. Crane & Sons Co., Stanley, Wis.

FOR SALE—One 18" Stone Burr Feed Mill; good condition. Nordyke & Marmon make. \$20.00 if sold soon. Address C. Cunningham, Terhune, Ind.

FOR SALE—One B. S. Constant U. S. Corn and Oats Cleaner, capacity 300 bus. per hour; one Western Corn Sheller and Cleaner, combined, capacity 100 bus. per hour. Both in fair condition. Price reasonable. Write Geo. W. Moor, Letts, Ind.

FOR SALE CHEAP—No. 2 New Process Corn Sheller, made by Marseilles Mfg. Co. Capacity 700 to 1,000 bus. per hour. Has never been used. Address Beardstown Lbr. & Grain Co., Arenzville, Ill.

1 No. 12½-24-inch Foos Scientific Attrition Mill.

1 No. 19-36-inch Foos Scientific Attrition Mill.

1-35 H.P. Engine.

Mills in use only one week.

Clyde Mach. Works, Chicago.

No. 1 Barnard & Leas Willford Feed Mill, \$125.00; No. 000 Little Victor Corn Cleaner, \$60.00; No. 000 Little Victor Corn Sheller, \$75.00; No. 1 B. & L. Double Acting Sifter, \$35.00; Fairbanks-Morse 5-ton Wagon Scale, \$75.00. All the above have been used less than two months. Peters & Edholm Co., Omaha, Neb.

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SCALES for elevators and mills; low-test prices. Chicago Scale Co., Chicago.

FOR SALE one pair of Fairbanks track scales, second hand. S. W. Allerton, Allerton, Ill.

ONE 600 BU. Fairbanks hopper scale, good as new, for sale. Address McLeod Bros., Bloomington, Ill.

SCALES of all kinds repaired rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

FOR SALE—1 wagon scale, 22 ft. long; 1 wagon scale with dump; 3 sets double rolls; shafting, couplings and pulleys—prices 'way down. Write at once to A. G. Ensign, Calliope, Ia.

ENGINES WANTED.

WANTED—A good second-hand engine and boiler of about 40 H. P. Address Chickasaw Grain Co., Chickasha, Okla.

Salvage Grain

Screenings and off-grades of Grain and Feed Bought and Sold.

WRITE OR WIRE

WM. B. GALLAGHER, 72 Pearl St., Buffalo, N. Y.

SEEDS WANTED.

FIELD SEEDS and kaffir corn. Send samples. J. Oliver Johnson, Chicago.

FIELD SEEDS WANTED. Send samples to W. H. Haner, Plain City, O.

WANTED—Red Top, Amber and Orange Cane Seed. Quote us. Doggett Grain Co., McKinney, Tex.

QUOTE US Milo Maize, Cane Seed, Siberian Millet, Early Fortune Millet. The Quaker Oats Co., Chicago.

PERSONS desiring to sell sorghum seed or buy peas, cow peas, address T. H. Williams, Broad St., Atlanta, Ga.

RED CLOVER WANTED: Mail samples and quote lowest prices. Sample bags mailed on request. The Mangelsdorf Bros. Co., Seedsman, Atchison, Kan.

MILLET SEED WANTED—Also Clover. Send samples, stating quantities you can offer and your lowest prices. Jameson, Hevener & Griggs, St. Paul, Minnesota.

WANTED—Clover Seed. Will buy bad Buck-horn lots, and Clover tailings. Send fair, average samples, with bottom prices, or ask for bids. C. C. Norton's Sons, Greenfield, O.

SEEDS WANTED—Field Seeds, Clovers, Timothy, Millets, Pop Corn, Red Top, etc. Send samples and name quantity. You can have sample envelopes for the asking. The Illinois Seed Co., Chicago, Ill.

WE BUY Medium. Mammoth or Alsyke Clover, Amber Cane, Timothy, Hungarian, German Millet, Speltz, Grain screenings and grain for chicken feed, popcorn, etc., in car lots or less. The Kelly Co., Seed Merchants, Cleveland, Ohio.

SUNFLOWER SEED WANTED. We wish to get in touch with anyone who has large or small quantities of sunflower seed for immediate shipment. Let us know what you have and we will make you a bid. Address Sunflower, Box 10, Grain Dealers Journal, Chicago.

GRAIN WANTED.

MILLING BUCKWHEAT wanted. Address H. J. Klingler & Co., Butler, Pa.

CONSIGN US your Kaffir Corn or ask for bids. Moore-Lawless Grain Co., Kansas City, Mo.

WANTED—Two carloads Beardless Barley. Mail samples and delivered price. John A. Salzer Seed Co., La Crosse, Wis.

HOT AND DAMAGED CORN of every description wanted. Address L. F. Miller & Sons, 2931 N. Broad St., Philadelphia, Pa.

NASHVILLE SEED CO., 215 Second Ave., N., Nashville, Tenn., buys and sells hay, corn, field seed and cow peas. If interested, write them.

GRAIN WANTED—Screenings of all descriptions, mill oats, and off-grade grain wanted. Send liberal samples for quick sale. C. E. Dingwall, 405 Mitchell Bldg., Milwaukee, Wis.

MISCELLANEOUS FOR SALE.

GRAIN TESTERS: Three sizes, one pint, one quart and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, Ohio.

SEEDS FOR SALE.

FIELD SEEDS for sale. Get samples and prices of W. H. Haner, Plain City, O.

MEDIUM clover seed for sale. Get samples and prices. W. C. Raucsher, Lockridge, Ia.

WRITE for sample and price of our Northwestern Rust-Resisting Oats. L. N. Crill Seed Co., Elk Point, S. D.

CLOVER SEED, red and English, re-cleaned, guaranteed free from fowl seeds. Write for prices. A. T. Griffith, Columbus, Ind.

KAFFIR CORN and cane seed for sale. Prices and samples furnished on application. Address F. G. Olson Grain Co., Wichita, Kans.

COW PEAS FOR SALE in car load or local lots; Whippervills and New Era variety. If interested, ask for prices. O. F. Goodin Grain Co., Charleston, Mo.

Fancy Michigan No. 2 White Re-cleaned Seed Oats, testing 32 to 34 lb. also 38 lb. No. 2 White Clipped Oats. Prices on application. Stockbridge Elevator Co., Jackson, Mich.

SEED FOR SALE—Medium and Mammoth Clover, free from buckhorn; Alsike free from sorrel; also Timothy. Write for samples and prices. Nathan & Levy, Ft. Wayne, Ind.

SEEDS FOR SALE—Clovers, Timothy, Alsike, Millet, Red Top and other Field Seed. Write us for prices and samples, stating quantities wanted. The Illinois Seed Co., Chicago, Ill.

DAKOTA SEED CORN beats the world. Adapted for all central and northwestern states. Write for our special offer to elevator men to introduce this selected Dakota seed corn to farmers in their vicinity. Address L. N. Crill Seed Co., Elk Point, S. D.

A LIMITED AMOUNT of Reid's Yellow Dent Seed Corn; every ear tested; shipped on 10 days' approval; if not satisfied return same at my expense and money will be refunded. EARLY CHAMPION SEED OATS cleaned and treated for smut. Address J. W. Coverdale, Elwood, Ia.

SEED BARLEY AND SEED OATS. Choice Upper River Barley, absolutely clear from seeds and wild oats, good color and heavy. Choice bright, fair weight, absolutely clean, pure white Banner Oats; also choice field peas. Write for samples and prices, to R. E. Jones Co., Wabasha, Minn.

NOBLE BROS.

DEALERS IN

Timothy, Clover and Field Seeds

Write us for Samples and Prices

Foosland Illinois

SEEDS FOR SALE.

GRASSES, CLOVERS, ALFALFA, Cane, Millet, Seed Corn, etc. Straight or mixed cars. High-grade Alfalfa our specialty. Samples for the asking. The Mangelsdorf Bros. Co., Seedsmen, Atchison, Kans.

SEEDS FOR SALE

Millet, Cane and Kaffir Corn in carlots.

Prices on application.

J. G. Peppard, Kansas City, Mo.

MILLET FOR SALE—We are situated in the largest Millet producing section in the state of Mo. and have a good supply of Millet fresh from the farm. Will sell in car lots or less. Prices on application. D. H. Clark, Galt, Mo.

FOR BRAN, Shorts, Kaffir Corn, Cane, Millet, Clover, Alfalfa Seed, and Alfalfa Meal, and Red Texas Oats, write Simmonds-Shields Grain Co., Kansas City, Mo., for prices. Can ship straight or mixed cars.

THE BEST ALFALFA SEED GROWS: "OUT THERE IN KANSAS." We sell it. Ask for samples and prices. Small booklet on Alfalfa mailed free of charge. The Barteldes Seed Co., Lawrence, Kansas.

SEED OATS—Pure-bred Swedish select oats. Big white berry. Best variety for feeding or milling; yielded 75 bushels per acre. Tests 36 to 40 lbs. Write for my freight prepaid price on 100 bushels to carload lots. L. C. Brown, La Grange, Ill.

THE TOLEDO FIELD SEED CO.

CLOVER AND TIMOTHY SEED

Consignments Solicited.
Send Us Your Samples.

ASK FOR OUR DAILY BIDS
TOLEDO, OHIO

SEEDS

Grain, Clover and Grass Seeds,

CHAS. E. PRUNTY,

7, 9 and 11 South Main St. SAINT LOUIS

CARGILL ELEVATOR COMPANY

Wholesale Dealers in Field Seeds

MINNEAPOLIS,

MINN.

NEW KAFFIR CORN

J. R. Tomlin Grain Co.

Kansas City, Mo.

GET OUR PRICES

THE ALBERT DICKINSON CO.

Clovers
Timothy
Flaxseed
Bromus inermis
Dwarf Essex Rape Seed
Main Office, CHICAGO, ILL.

SEEDS

Blue Grass
Orchard Grass
Millets, Hungarian
Redtop, Seed Corn
Peas, Beans, Buds, etc.
MINNEAPOLIS, MINN.

GRAIN FOR SALE.

FOR SALE—Oats and corn in car lots. Ask for quotations. Buckland Milling Co., Buckland, Ohio.

DEALERS wanting corn north and west will profit by inquiring of The Harrington Grain Co., Sioux Falls, S. D.

TEN CARS of Japanese and Silver Hull Buckwheat; also bag lots. Write for prices. Stockbridge Elevator Co., Jackson, Mich.

MILLERS wanting choice milling wheat of any variety can get their supply from The Harrington Grain Co., Sioux Falls, S. D.

EAR CORN—If you are in the market for white, mixed, or yellow ear corn, get our prices. J. G. Hermann & Co., Indianapolis, Ind.

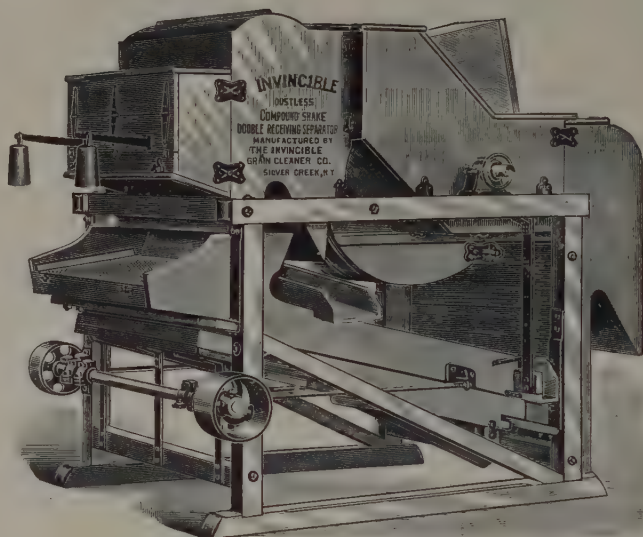
NEW WHEAT: TURKEY hard and ordinary. MILLING wheat. Samples and prices on application. F. G. Olson Grain Co., Wichita, Kansas.

WHITE OATS—If you are in the market for a car of white oats, our prices will get your orders. J. G. Hermann & Co., Indianapolis, Ind.

FOR SALE—Wheat, Corn, Oats, and Kaffir Corn. Delivered prices made on request to any points in the United States. Stevens-Scott Grain Co., Wichita, Kans.

NEW KAFFIR CORN and Milo Maize will soon be moving. Drop us a card if you want our regular quotations. Western Grain Co., Wichita, Kan.

WRITE OR WIRE F. J. Mead, Flandreau, S. D., for delivered prices, stating on what railroad you wish delivery made. Barley, Oats, and Corn in carload lots, shippers' weights to govern settlement, excepting where it is possible to furnish Chicago weights and inspection. Then Chicago weights and inspection will govern settlement. References, Illinois Trust & Savings Bank, Chicago, and Flandreau State Bank, Flandreau, S. D.



Little Jack Horner

He went to the garner
To ship a car load of wheat,
But when he got there
He said, "I declare!
This stuff is mostly all cheat."

It would have been a different story
if Jack had used an

Invincible Cleaner...

It takes out cheat and otherwise
does first-class cleaning. The
use of the Invincible insures—
clean grain, good grades, best
prices.

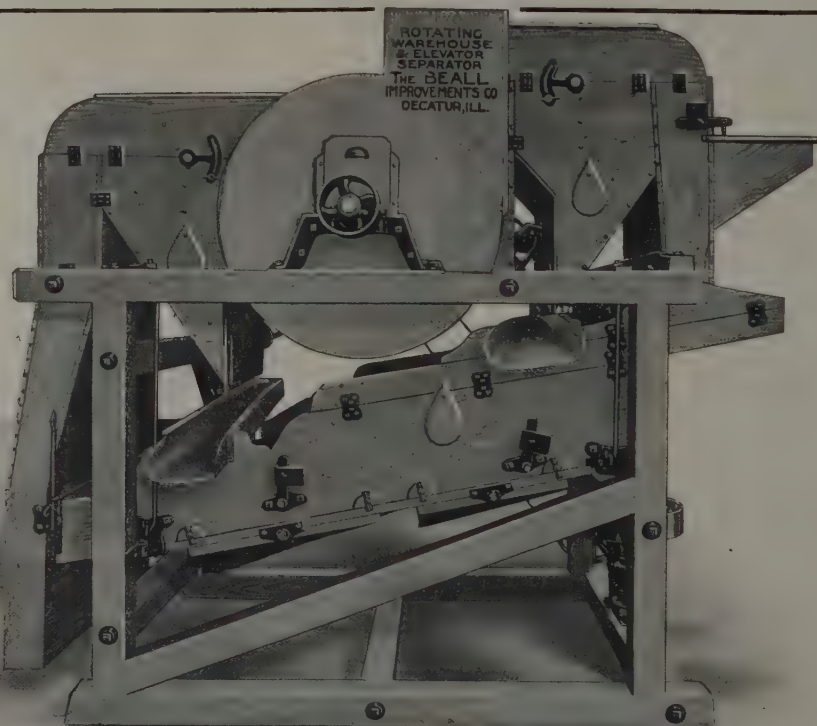
JOIN THE FAMILY IN 1909

INVINCIBLE GRAIN CLEANER CO., Silver Creek, N. Y.

REPRESENTED BY

W. J. Scott, 512 Traders Bldg., Chicago, Ill., Phone Harrison 667.
Southwestern Office: 226 Exchange Bldg., Kansas City, Mo.
C. L. Hogle, 623 Board of Trade, Indianapolis, Ind.
Chas. Beatley, Terminal Hotel, St. Louis, Mo.

N. W. REPRESENTATIVES
Strong-Scott Mfg. Co., Minneapolis, Minn.
Send for 1909 Catalog.



Here
it
is!

The best Grain
Separator ever
offered to grain
dealers.

Write for our new
descriptive circular
No. 10.

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Improvements
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Decatur, Ill.

GRAIN DEALERS JOURNAL

Published on the
10th and 25th of Each Month
by the

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The Advertising

value of The Grain Dealers Journal as a medium for reaching the progressive grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms place your announcements in the leading Journal.

The rate for Advertisements in the "For Sale" and "Wanted" Departments is 15 cents per line for each insertion.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., JANUARY 25, 1909.

THE LATEST from the Crop Killers Chorus bears the sad misinformation that the winter wheat is beyond hope.

INSTEAD of complaining of dull business many shippers are carefully investigating the seed problem with a view to helping their farmer patrons to bumper crops this year.

GRAIN SHIPPERS protested more vigorously against the burdensome futures of the uniform B/L, but they are not writing enough letters to effect the desired reform.

DON'T FORGET to endorse "Permission to Inspect" on all your Bs/L, if you desire your shipments to markets in Central Freight Ass'n. territory to be inspected before delivery.

SLACK COAL has started a number of fires in grain elevator boiler rooms this winter. If stored in a large pile it needs very careful watching as spontaneous combustion is very likely.

SKUNK WHEAT is one of the latest novelties introduced in the Toledo market by one of Zahm's favorite shippers, for the special delectation of discriminating buyers. If shippers persist in mixing skunks with their wheat, bills forbidding mixtures of any kind will quickly be introduced in every state legislature.

SHIPPERS who are in doubt as to when title to grain sold shippers' track changes, should read carefully the able paper of Mr. Riley, published elsewhere in this number, with the report of the Indiana meeting.

LINE ELEVATORS who seek to throttle competition by paying more at some stations than is justified by prices ruling in central markets are threatened with more regulation by the South Dakota and Minnesota legislatures.

SCOOP SHOVELERS, like itinerant peddlers who prey upon the ignorant, can be driven out of business by the enactment of ordinances providing for heavy license fees. This has been done many times before, and can be done again.

MORE PURE SEED bills are being introduced in the legislatures of states now lacking such regulation, so it may be necessary for farmers to grow clean seed. Dealers must be protected from the worthless mixtures forced upon them by swindling sellers.

NORTH DAKOTA politicians are actually seeking to amend the state constitution in order that the state may be empowered to build a grain elevator at Duluth. Such action will be even more ridiculous than that calling for Federal inspection of grain.

BUT FIVE months remain before the new crop will begin to move. If the grain grading authorities of the different centers propose to adopt the uniform rules drafted by the Nat'l Ass'n. in St. Louis last October, it behooves them to get busy and advertise the fact to the trade.

SHIPPERS who desire their fellow dealers to aid them in the collection of shortages due to leakage in transit, have not kept their eyes open in the past two weeks, else we would have received reports of the initial, number, time, and place of cars they saw leaking while on their way to market.

FOUR fires in elevator power plants reported in this number emphasize the great advantage of having power plant some distance from the elevator. If it is 20 feet away it can burn up and the elevator be saved. However, whether it burns or not it is much less expensive to build the power plant away from the elevator as the cost of insurance on the plant and its contents is greatly reduced.

THANKING A SPECULATOR for keeping wheat at a desired price is not entirely new, but a member of the Minnesota legislature has startled his brother law-makers by introducing a resolution to thank Jim Patten for keeping wheat above the dollar mark. Minneapolis's two weekly champions of the milling interest will surely have an awful attack of the jim-jams if this resolution is adopted.

OKLAHOMA will abolish its state grain inspection department if a bill now pending in the state legislature is enacted. A state inspection law in a state which has no terminal market seems to be designed primarily for the purpose of giving somebody a job.

WITH unusual foresight several western roads are offering to carry seed grain to stations on their lines free of charge. If every class interested in improved crops offer to sacrifice something to induce an introduction of improved carefully selected seed the farmers may awake to the fact that it means something for them.

RECIPROCAL demurrage has staunch friends in some of the state legislatures as is clearly indicated by the bills being presented. It has been many months since cars were scarce, but the champions of reciprocal demurrage have not forgotten the car famines of the past, and they propose to provide some relief for the shippers.

THE National Lumbermen's Ass'n. evidently believes that the proper province of Government is to govern, to regulate, as, at its meeting in Minneapolis last week, it adopted a resolution denouncing the establishment of a Parcels Post, because it is contrary to public policy for the Government to engage in the transporting of merchandise.

"NATURAL SHRINKAGE" may be occurring as in the past, but railroad traffic managers have not yet convinced grain shippers that they have any definite knowledge as to what the "natural shrinkage" amounts to. Until they know, beyond all doubt, as to what the "natural shrinkage" is, they cannot hope to be permitted to dock shortage claims by rule.

YEGGMEN have recently developed a weakness for cracking the safes of grain elevator men. Not because they reap a rich harvest from such daring, but the isolation of the elevator affords a place to work without fear of molestation. Elevator men have always recognized the folly of keeping cash in an elevator safe, hence have seldom lost more than the cost of a new safe.

SPECIAL HOLIDAYS established by grain exchanges, such as was done Dec. 26 and Jan. 2, are very likely to make much trouble for receivers whose inability to market grain consigned to them, necessitates their charging demurrage for the delay back to the shipper. The next holiday occurring on Friday will be Lincoln's Birthday, and, no doubt, many of the exchanges will be asked to adjourn over until Monday. The railroad companies do not charge demurrage for legal holidays, but will do so for special holidays created by any authority other than a legislature.

INSURANCE of property, to which you have not legal title, is useless, as it cannot be collected, even tho the property is destroyed. This an Iowa man learned, much to his sorrow recently. Since the refusal of the Company to pay him for the destruction of another's property, he has made haste to have his deed recorded.

AN EX-PRESIDENT of the Texas Farmers Union, which is quite an influential factor in the Lone Star State, has discovered the difference between "Exchange" and "Bucket-Shop" operations, and altho he worked hard to secure legislation forbidding all transactions in futures, he is now out with a strong letter endorsing Exchange transactions.

FEES for elevator sites on railroad right of way in Western states have been advanced so frequently, and without any regard whatever for the rights of the elevator owner, that the sufferers will welcome even the slightest hope of relief. The special counsel of the South Dakota Ry. Commission has pointed out the possibility of elevator owners of that state securing control of their site thru condemnation proceedings, as is fully outlined by his opinion published elsewhere in this number.

ELEVATOR AGENTS of the Northwest, who have proved themselves especially proficient in handling country stations, have not been affected by the closing of an unusually large number of houses. The man whose services are really valuable is transferred or given other employment until more grain is raised. Not only is the more efficient station manager paid a better salary, but he is invariably kept at work longer, because his services are a more profitable investment for his employers.

BILLS have been introduced in the state legislatures of South Dakota and Minnesota to prohibit grain elevator companies paying more for grain at one station than at other stations, quality and cost of transportation considered. The theory of the proposed laws seems to have been upheld by several courts in a law forbidding discrimination in the selling of merchandise for the purpose of crushing competition. The enactment of such laws may protect some line companies from their own folly. Some elevator managers, when threatened with competition, first seek relief thru an advance in their price bid for grain, and by this very action, they strengthen the suspicion of every stockholder of the co-operative company that they were not paying what was justified by the prices ruling in the central markets. It seems somewhat ridiculous that the farmers who organize co-operative companies for the avowed purpose of securing higher prices for their grain, shud support a bill to forbid the line elevator companies paying more than grain is worth. If the line companies want to give away their money farmers shud gladly accept it.

LATE REPORTS from Europe indicate that grain received from Russia is not always perfectly satisfactory, as some of the hard bargain drivers of Europe seem to have convinced the special agents of our Agricultural Dept. Recent shipments from Russia contained large quantities of sand. This is awful. The Russian Govt. should immediately enact a law forbidding anybody but the Government to grow sand with wheat. We feel certain that this nefarious practice will be quickly checked, even if the Russian Govt. is compelled to take over every business of the land. Horrible thot, it may be that every Russian grain dealer is just as dishonest as the sand mixer. Hence all should be punished.

FAVORS FEDERAL INSPECTION.

Senator Dolliver of Iowa, of the Senate Agriculture Com'te, slops all over himself in his feverish eagerness to recommend McCumber's Federal Inspection Bill for enactment into law. The Senator shows utter lack of investigation or even consideration of the subject dealt with, and his report is an attack on the grain trade, emanating from a narrow, near-sighted view which a little investigation by a man of even ordinary intelligence would quickly dissipate. However, the Senator's wild charges may result in awakening the members of the trade to the danger which threatens it.

If the members of the Senate Agriculture Com'te would take it upon themselves to investigate the grain trade of this country, they would soon awaken to the fact that misrepresentation has been leading them around by their noses.

From Dolliver's report, it would seem that at least one member of the Com'te had not even stopped to consider the charges, but availed himself of the first opportunity to echo that old fallacy about "the members of the Board of Trade being banded together for the purpose of controlling the prices of grain."

If our representatives in Congress would act upon the suggestion of the dealers who met at Washington last March, and investigate the trade, they would be in a position to give intelligent consideration to the McCumber Bill and the wild charges made by this North Dakota wiseacre, who has not hesitated to pervert facts in order to strengthen his arguments for his bill.

The Nat'l. Board of Trade, at its meeting last week in Washington, declared against all legislation looking to the federal inspection of grain, "believing that it would be detrimental to the best interests of both shipper and consumer, and would introduce a system which would be impracticable in its operation and lead to unnecessary expenses and to serious losses."

The champions of state rights have also denounced the movement as one designed to centralize all power in the

Nat'l. Govt. The members of the grain trade are far more competent and better equipped to bring harmony out of the existing discordant inspection authorities than the federal politicians can do.

Few grain dealers who hold the interest of their business above that of political office have ever favored federal inspection of grain, and those who have, have been forced to it by the multiplicity of contradictory rules which the Nat'l. Ass'n. is seeking to displace thru the adoption of uniform rules in all markets. None are favorable to the existing rules, but, with few exceptions, the members of the trade believe that those who have made a life study of the grain business are better equipped to reform its grain inspection methods than the politicians can ever hope to be. Uniform rules and uniform grading are needed and wanted by the trade, but the details of this reform must be worked out and brot to perfection by the members of the trade.

REDUCING THE FIRE HAZARD.

It is indeed gratifying to every owner of a grain elevator or flour mill, who attempts to profit by the suggestions of insurance inspectors to effect a reduction of the fire hazard, to learn of the savings effected by the mutual companies during the last year.

The losses were more numerous than ever, but in spite of this fact, the cost of insurance to mutual policy holders has been kept at a low figure.

Mr. Baker, of the Michigan Millers Mutual writes: "The determining factor in reducing the cost of insurance one-third during the last ten years is the willingness of mill-owners to act upon the suggestions of the inspectors". If the cost can be reduced one-third in ten years, property owners should be able to effect a much greater reduction in the coming years, now that they realize the full benefits of reducing the fire hazard.

Sec'y McCotter, of the Grain Dealers Fire Ins. Co., credits the favorable record of his Company directly to the self-inspection system. At present, 1,850 of the policy holders in that Company are filing monthly inspection reports. This insures their giving extra care to preventing fires. The Ohio Grain Dealers Ass'n has been very fortunate in that its policyholders took such good care of their property last year it was almost unnecessary to make an assessment.

In view of the encouraging advance made by owners of grain elevators and flour mill property, it is well to bear in mind that some of the old mutual companies in other lines have been so successful in reducing the fire hazard of their policy holders, that they have not had a fire loss for years, and have made no assessments, the interest on the investment paying the expenses of operating. The same results are possible with grain elevator men, if they will but care for their property as it should be.

NEEDED AMENDMENTS TO INTERSTATE COMMERCE ACT.

The National Industrial Traffic League is working to secure three amendments to the Interstate Commerce Act, which will receive the hearty approval and support of every grain dealer who is alive to his own interests. It is designed to give the Interstate Commerce Commission, in its discretion, power to prohibit the taking effect of advances in existing rates, upon a prima facie case being made, showing the unreasonableness of the proposed advance. Such an amendment has been recommended time and again by the Commission and by the President, and it has been endorsed by shippers' ass'ns without number. Still Congress lags along the way. The Senate seems to be in favor of such action, but so much time is needed to criticize the Chief Executive of the land that little time is left for important legislation.

The Traffic League is also desirous that the act be amended so that shipper shall have the right to route his own freight. At present, there seems to be some doubt regarding his having such right.

It is also the purpose of the League to have the act amended so as to require carriers to quote rates in writing and, upon request, to insert rates in Bs/L, the ultimate object being to make carriers liable for errors in quoting rates which mislead shippers and cause them heavy losses.

Everyone identified with the grain trade fully appreciates the great need of amendments of this character, but unless the trade's ass'ns and the individuals give the matter close attention, their interests are likely to be ignored just as they were in the drafting of the new B/L.

REIMBURSEMENT FOR GRAIN DOORS.

The injustice of carriers requiring or permitting grain shippers to provide grain doors for cars, without compensation for material and labor, is recognized by freight traffic officials, as well as by the grain shippers, but the imposition will not be discontinued until shippers raise such an agitation as to discourage a continuance of the exaction.

The ruling of the Interstate Commerce Commission rendered last June, to the effect that "a carrier may not lawfully reimburse shippers for the expense incurred in attaching grain doors to box cars unless expressly so provided in its tariff," affords many tricky freight officials opportunity to escape their lawful duty to provide cars in condition to receive grain.

It is not necessary for shippers to cooperate anybody's cars, but it is necessary for railroad companies to furnish cars suitable for transportation of the freight for which they are intended, and shippers can readily obtain damages for the loss of any portion of their grain which leaks out, by reason of car not being in condition to receive their grain. It is not the duty of the shipper to cooperate any car, the courts have frequently so decided, and another decision along this line is quoted on page 115 this number.

Shippers who cooperate cars do so because they prefer to prevent the loss of their grain, rather than fight over the value of that lost with the carrier. Carriers who have not filed tariffs, permitting them to reimburse shippers for expenses incurred in constructing grain doors, will quickly do so if enough shippers take up the omission with the freight traffic manager.

Changes in Grain Rates.

Among the new grain tariffs filed with the Interstate Commerce Commission as reported in the *Traffic Bulletin* are the following:

C. M. & St. P., wheat, from St. Paul, Minneapolis, Minnesota Transfer and Union Eltr. "B" (when from beyond) to St. Louis, Mo., 14c; East St. Louis, Alton, Granite City, Ill., 13c; effective Feb. 20.

C. M. & St. P. flaxseed, from St. Paul, Minneapolis or Minnesota Transfer, Minn., and rate points to Fredonia, Kan., 15c; effective Feb. 19.

Ill. Cent. grain products, viz. elevator dust, from stations Chicago to Matteson, Ill., inclusive, to New Orleans; also Gulfport, Miss., 18c; effective Feb. 15.

C. & A. grain screenings, oats clippings and elevator dust, from Chicago to Peoria and Pekin, Ill., 6c; effective, state Jan. 8; interstate Feb. 15.

Can. Pac., corn, 7½c, wheat 8c, oats 4½c per bu. ex-lake, from Goderich and Owen Sound, Ont., to Boston, Mass., and rate points; effective Feb. 20.

Can. Pac. corn 7½c, oats 4½c per bu. ex-lake, from Detroit, Mich., to Boston, Mass., and rate points; effective Feb. 20.

C. C. C. & St. L., grain, from Cavett, O., 7c; and Van Wert, O., 6½c to Dayton, O., and from Letts Corner, 3½c, and West Point, Ind., 3c to North Vernon, Ind.; effective, state, Jan. 25, interstate Feb. 16.

K. C. Sou., corn and oats from Des Moines, Ia. (proper), 20c, when from beyond 15c to Fort Smith, Ark.; effective Feb. 24.

MoP, linseed meal car lots, 23½c; wheat 24½c; corn, 21½c, from Day, Kan., to Memphis, Cairo, Belmont (proper), Birds Point, Mo., Columbus, Ky.; effective Feb. 23.

Vandalia, corn, to Terre Haute, Ind., from stations Adenmoor to Casey, Ill., inclusive 5c; Mays to Tazewell, Ill., inclusive, 4½c; Vevay Park and Greenup, Ill., 5½c; also grain and grain products, cancel rates from stations Terrell, Ill., to Farmdale, Ill., inclusive to Cairo, Ill.; no thru rates in effect; effective Feb. 14.

L. S. & M. S. rules governing the allowance for settlement of grain doors; effective Mar. 1.

St. L. S. W. grain, elevation allowance at St. Louis, Mo., East St. Louis and Cairo, Ill.; effective Feb. 15.

Wabash, elevation and grain transfer allowance at Council Bluffs, Des Moines, Ia., Harlem, Kansas City, Mo., Omaha and So. Omaha, Neb., Chicago district stop over points and other stations on Wabash; effective Feb. 14.

Santa Fe, grain, between its points in Illinois, Iowa and Missouri, and its points in Illinois and Iowa, effective Feb. 9.

Santa Fe, grain, between points in Oklahoma and points in Colorado, effective Feb. 20.

B. & O., grain, from stations on Ohio River division to points on C. & O., ICC No. 8190, effective Feb. 15.

C. & A., grain, screenings and dust, between Peoria, Chicago, Joliet, Pekin, and East St. Louis, Ill., and St. Louis, Mo., sup. 3 to ICC No. 2061, effective Feb. 10.

C., B. & Q., grain, between Chicago, Peoria, Quincy, East St. Louis, Ill., St. Louis, Mo., C., B. & Q. points on the west bank of the Mississippi river, Dubuque, Ia., and south thereof, and Illinois points and Mississippi River points on the Q., ICC No. 9351, effective Feb. 15.

C., M. & St. P., malt, from Milwaukee, to Chippewa Falls, Eau Claire and Menominee, Wis., effective Jan. 20, and interstate Feb. 12.

Great Western, grain, from points in Illinois and from Dubuque, Ia., to Ohio River crossings, effective Feb. 9.

C., M. & St. P., corn, oats and feed, from its stations to points on Soo, effective Feb. 10.

C., M. & St. P., seeds and grain, from Minneapolis, Duluth and Superior, Wis., to Ohio River points and points in C F A territory, ICC No. B1472, effective Feb. 9.

Omaha, grain and flaxseed between new stations and St. Paul, Duluth, Sioux City, Omaha and Chicago, sup. 7 to ICC No. 3416, effective Jan. 11.

Elgin, J. & E., grain from local stations in groups 1 and 2 to Cincinnati, Jeffersonville, New Albany and Louisville, ICC No. 995, effective Feb. 9.

Grand Trunk, corn, from Milwaukee, Chicago, Detroit and Toledo to points in Nova Scotia, Ontario and New Brunswick, ICC No. A1236, effective Feb. 8.

M. & St. L., grain, from St. Paul, and Minneapolis to Cairo, Evansville, New Albany and Thebes, sup. 2 to ICC No. 2020, effective Feb. 10.

Mo. Pac., grain, from points in Oklahoma to New Orleans and Belle Alliance, La., and from southwestern points to Iron Mountain points, sup. 21 to ICC No. 8921, effective Feb. 15.

B. & O., 4c on grain from Glenford and Yost to Zanesville, O., and 4½c from Thornville to Zanesville, effective Feb. 13.

Northwestern, 13c on barley, from Manitowoc, Port Washington and Sheboygan, Wis., to St. Louis, East St. Louis and rate points, effective Feb. 15.

Ill. Cent., 10c on corn and oats re-consigned at Louisville, Ky., for Baton Rouge, New Orleans, La., Greenville, Gulfport and Vicksburg, Miss., effective Feb. 9.

Ill. Cent., 16c on wheat, 14c on barley, rye, corn, and oats from Council Bluffs and Omaha, when from beyond to Louisville, Ky., effective Feb. 10.

Pere Marquette, 8c on grain from Ludington, Manistee, Stronach and East Lake, Mich., to Port Washington, Sheboygan and Two Rivers, Wis., effective Feb. 6.

Wabash, on corn for feeding purposes, from Kansas City, Mo., to Excelsior Springs Junction and Harris, 5c; Hardin, Mo., 6c, effective Feb. 11.

Rock Island, 27c on wheat, 25c on corn and alfalfa feed, 36c on flax and millet seed, and 39c on hemp seed, from Texo, Altus and Elmer, Okla., to St. Louis, Mo., and common points, effective Feb. 10.

Allowances to shippers for furnishing grain doors and material are covered by the B. & O. S. W. in ICC No. 6392; by the Ohio Central in ICC No. 1606.

Minimum weights to apply on oats and barley are prescribed by the Santa Fe in ICC No. 3975, amendment 5, effective Feb. 20.

Rules governing thru billed track grain at Indianapolis have been filed by the Big Four in ICC No. 4615.

Stopping in transit for inspection at Sandusky, O., will be governed after Feb. 1 by ICC No. 8177 of the B. & O.

Grain elevation charges at Richmond, Va., are covered by the Norfolk & Western in sup. 1 to ICC No. 2907. The Missouri Pacific has issued a tariff on elevation allowances, ICC No. A764. Absorption of elevator, mill or warehouse charges on grain and seeds at Ohio River crossings and Mississippi River crossings is covered by the St. Louis & San Francisco in sup. 53 to ICC No. 5553, effective Feb. 12. The C. & O. has published ICC No. 4529 on the absorption of grain elevation charges at Cincinnati, O., effective Feb. 16.

Letters

From Dealers

[Here is the grain dealers forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

INSPECTION OF ORDER SHIPMENTS PROGRESSING SMOOTHLY AT TOLEDO.

Grain Dealers Journal: All railroads entering Toledo have issued notice calling attention to the clause on the new order uniform B/L that "Inspection of property will not be permitted unless provided by law, or unless permission is endorsed on this original B/L or given in writing by the shipper." The roads in their notice also state that "No inspection of any kind will be permitted by the roads before surrender of the original order B/L properly endorsed, unless consignee or inspector presents written order from shipper or way-bill bears notation permitting inspection before surrender of the original order B/L."

These conditions have been complied with to such an extent that no friction has occurred between the various authorities and we doubt if there will be any. Shippers have been notified by our firms and by notice in the official market report, and no case is known here where railroads have refused permission to inspectors to break seals and grade grain.

The practice in our market has been for inspector to break railroad seals, grade grain and reseal cars with Toledo Produce Exchange seals, in case car is not at elevator to be immediately unloaded.—A. Gassaway, Sec'y Produce Exchange, Toledo, O.

WANTS AMENDMENTS TO FREIGHT TARIFFS FORBIDDEN.

Grain Dealers Journal: We read with interest your announcement that the Frisco-Rock Island lines were preparing to put out a new tariff making the same cover all points reached by their lines. We are satisfied that if any of those interested in this tariff have had any experience with Frisco Tariff No. 160 E, they felt more like swearing than smiling when they saw this statement.

From the article as written, one would think that a tariff of this kind would be very acceptable which is not far wrong, if left as it originally comes from the printer, but when they get to adding amendments to it, it is an altogether different matter.

Tariff No. 160 E by actual count, contains 200 pages, making rates from 1,312 stations, and originally contains 333 items, but the last supplement we have, shows that there are eight amendments in effect, the eight comprising something more than eighty pages, additional items being added to run it up to 394. With this bunch of information before one, you can easily guess how easy it is to find a rate that you are sure is correct.

From the standpoint of a rate juggler, it is as near perfection as one can find, but from the point of a shipper who wishes to find a correct rate, we do not think there could be anything worse sent out by any of the Western roads with whom we transact business. The tariff

would not be bad if they would forbid an amendment of any kind being made, compelling them to make an entirely new tariff each time they wished to change the rates.

Under present conditions a lawyer with a search warrant could not tell what the rate is between a great many points covered by it, and be certain that he was correct. So long as railroads are allowed to make amendments, they should be required to issue a separate tariff for each territory, making them as near uniform as possible without any exceptions, being tucked away on the back pages that serve to change the entire application of the body of the tariff.—Yours very truly, The Western Grain Co., Wichita, Kan.

A REAL EFFORT TO SETTLE CLAIMS PROMPTLY.

Grain Dealers Journal: We enclose herewith a clipping from last evening's Times-Leader published at Wilkes-Barre, in reference to item of damage claims:

Damage Claims to be Adjusted Quickly.

To facilitate the adjustment of loss claims or damages incident to breakages in shipment the officials of the Delaware & Hudson Company have organized an efficient claims department with headquarters at Albany and representatives in this city, and other important points along the line of the road. The following letter of recent date has been sent to the patrons of the road bearing upon the subject:

"It is believed by the management of this company that meritorious claims for loss of and damage to shipments of freight should be adjusted without delay. With this in view Mr. C. W. Nash was appointed freight claim agent, July 1, 1908. The Department has been reorganized along modern lines and corresponding new and progressive methods have been installed with an efficient clerical force so arranged as to eliminate needless correspondence. Special work has been allotted to the various clerks, one feature being that all claimants shall receive answers bearing the numbers of their respective claims within forty-eight hours after receipt; due credit being given each clerk for work based on its merit. This alone insures for each claim prompt and careful investigation and personal consideration of the freight claim agent.

"All claims are being handled as rapidly as possible consistent with good business practice and it is our effort to so conduct what must necessarily be an unpopular department of the business of transportation with as little annoyance and inconvenience to shippers and receivers of freight as possible. It should be remembered, however, by claimants that as a result of recent decisions of the Interstate Commerce Commission, it is obligatory on the part of the carrier to establish absolutely the validity of all claims before payment and this will in some cases necessarily involve more time than the claimant is perhaps willing to concede.

"As an indication of what has been accomplished, our records show that since July 1st last the unpaid claims lodged against this company have been reduced to one-third of their former number. Of local claims more than three months old the number has been reduced to one-seventh of the number on July 1st. Claims in the office awaiting investigation are less than one-hundredth part of the number six months ago. During the month of December, 1908, nearly 4,000 claims were paid and about 700 declined. As the Claim Department receives approximately 50,000 new claims annually, the record of the past six months may well be considered a most excellent one.

"It is the constant aim of our Claim Department to give speedy decisions on the merits of claims presented, paying or declining them accordingly, without unnecessary delay or annoyance to the claimant, this being a condition which we concede is due our customers.

"We feel that still greater improvement will be made along the lines indicated, and we invite any suggestions or criticisms which will tend to still further improve this branch of the service."

W. J. MULLIN,
General Traffic Manager.

We thot perhaps you might find this interesting to your large number of subscribers and perhaps this advance step on the part of the Delaware & Hudson

Co. may be followed by other lines or at least it may be of some service to shippers to try and get other lines to follow. We are yours truly, Miner-Hillard Milling Co., Cyrus S. Weiss, Sec'y, Wilkes-Barre, Pa.

TOLEDO REPLIES TO COMPLAINT OF MICHIGAN SHIPPER.

Grain Dealers Journal: The statement appearing in your last issue headed "Some Experiences and Conclusions," written by A. E. Lawrence of Decatur, Mich., has been taken up by the Publicity Committee of the Toledo Produce Exchange, who, after a thoro investigation of the case, make the following statement:

In the first place the Toledo Produce Exchange is willing at all times to take up complaints or grievances of any shipper or dealer who uses this market. Before publishing the statement by the Toledo house the committee will first answer that part of Mr. Lawrence's complaint where he speaks of having sent a letter to Toledo authorities asking for the number of cars of "Sample" wheat.

Mr. Lawrence's letter asking for this information was directed to the publishers of the *Toledo Daily Market Report*—the concern who prints the official circular, and there was some delay in delivering this letter to the secretary of our Exchange. When he received it he was very busy with his annual report, with the election, and numerous other duties, and really had not time to reply to the letter. If the letter was replied to now Mr. Lawrence would no doubt say it was because of his article in your journal, but the records of inspection of the Toledo Produce Exchange are open to any one.

Answering his question pertaining to "Sample" wheat, many cars so graded are re-shipped without unloading, just as were the two cars he sent here, and no record is made of the out inspection. The inspection report shows considerable wheat inspected out the past three months as "Sample," but a great deal of the off-grade wheat is sold by sample by the owners, and when loaded out they do not ask that it be inspected; therefore, the department makes no record of it.

Mr. Lawrence's argument that so many cars come in and grade "Sample" and the same number do not go out as "Sample," is a very poor one. Does every bushel of poor wheat that he takes in from the farmer go out as poor wheat? Does he not improve its condition if he can? If by a large expenditure of money for improved machinery low grade wheat can be handled and made a better grade, is not that the privilege of the shipper as well as the elevator man or miller at a terminal market?

Mr. Lawrence gives the report of the inspection here for one day as being five cars "Sample" out of eleven received, inferring that very little wheat received here grades No. 2 Red. Why does he not take the records of last July when 1200 cars were received and 1008 of them graded No. 2 Red, 90 inspected No. 2 Red and White or No. 2 White, and only 107 cars graded Sample? The fact of the matter is the quality of the wheat arriving at all markets during the past six weeks was inferior to that received early in the season.

The inspection of wheat in Toledo and any other market does not depend upon the price. The inspectors know nothing of the market. In many instances they do not even know whom the wheat belongs to.

So far as the two cars of wheat are concerned the test weight was even above what is required for No. 2 Red in Toledo, but any shipper or grain dealer knows that the test alone does not make the grade. The two cars contained a sprinkling of wheat that had the smutty ends, also heated kernels. If such wheat were shipped to any miller as No. 2 Red the probabilities are they would have refused it. Mr. Lawrence seems to forget that the inspector must satisfy the buyer.

Mr. Lawrence speaks of a discount of 10c per bushel. The discount really was only 8½¢, and his statement that all "Sample" wheat received that day sold at the same price is ridiculous. At the time the two cars in question arrived here off-grade wheat in every market was selling at a larger discount than at any time on the crop. Since then all grades have sold closer to No. 2 Red. We herewith give the statement of the Toledo house that received the two cars of wheat in question, which is as follows:

The Buyer's Statement.

"On Dec. 4th Mr. Lawrence sold us three cars of No. 2 Red wheat at \$1.03 f. o. b. Decatur, Mich., a station taking 18½¢ rate to New York, subject to Toledo inspection. Two cars arrived in Toledo about Dec. 9th and both cars graded "Sample" on account of smut and heated kernels. We had the wheat sold to a mill, and being off-grade it could not be applied on contract. In the meantime we submitted the inspector's samples to all the dealers on our Exchange for bids. The best bid we could secure was 9½¢ delivered in the elevator, which was 8½¢ under the price of No. 2 Red on that day (Dec. 9th).

"We gave Mr. Lawrence this information, and after considerable correspondence, and when talking with us by phone, he decided to re-ship the two cars and cancel the contract for all three, which we consented to do. In the meantime he wanted us to buy in the three cars for him here in Toledo and pay him the difference, which he states was 4c per bushel. On the day he sold us the wheat, cash 2 Red wheat in Toledo was \$1.08, and on Dec. 9th, the day we were offered 9½¢ for the Sample wheat, cash in Toledo was quoted at \$1.05½, a difference of 2½¢ instead of 4c as he says. We explained to him that we had sold the wheat on through billing and the mill would not accept wheat in a local elevator that did not carry through billing privilege. We also explained to him that the mill would not pay us anything to cancel the contract on account of the 2½¢ decline in the market, but preferred to have the wheat.

"As to the collection charge he refers to, we paid his drafts on presentation, and when he ordered the wheat shipped away it was necessary for us to draw back on the bills of lading which made a new item instead of a return item as he seems to think it should have been. We added what our bank charged us for making the collection and not one cent more. When Mr. Lawrence complained about the collection charge we wrote him that if he had any doubts about the correctness of our statement relative to the charge, he should write the Dollar Savings Bank & Trust

Co. at Toledo, through which bank we forwarded the draft. We made not one cent off Mr. Lawrence; on the contrary, we are out of pocket the price of several telegrams and telephone messages, to say nothing about the time we put in on the matter.

"These are the true facts in the case notwithstanding Mr. Lawrence's statement to the contrary, and can be verified by the correspondence, and records in the case. (Signed:) "John Wickenhiser & Co."

In conclusion, the Publicity Committee desires to say that Mr. Lawrence had the privilege of shipping three other cars, as is shown by letter of the buyers on Dec. 15th, in which they endeavor to explain they bot the wheat track Decatur and had it sold to a mill, and wrote as follows: "We will, however, re-instate your sale at the original figure and will give you the privilege of buying this wheat from

PAY ONLY ON RETURN OF TICKET.

Grain Dealers Journal: I think a weight ticket book should have the form of a checkbook, one hundred tickets to the book, turned over, and stub retained with copy.

We give a weight ticket with every load. Our tickets are in book form, six to a page, we keeping a carbon copy. We pay for grain only upon the return of weight ticket.—John P. Jungers, mgr. Farmers Elevator Co., Gladstone, N. D.

HAS TICKETS CONSECUTIVELY NUMBERED.

Grain Dealers Journal: The form of scale ticket we use is given herewith. Our tickets are numbered consecutively

CAMBRIDGE CITY ELEVATOR

No. 248 WEIGHT · CERTIFICATE

CAMBRIDGE CITY, IND.190...

MR.

What? Price per

Gross lbs. Bu. lbs.

Tare lbs. Tons lbs.

Net lbs. JOHN S. HAZELRIGG.

This Certificate must be surrendered when settled for.

ON OFF Per.....

any one located on the M. C., the P. M. or A. A. R. R. from which the rate is the same as from Decatur. We will also agree to extend the time five days in which to secure it for us."—Publicity Committee, Toledo Produce Exchange, Toledo, O.

STUB INSTEAD OF CARBON.

Grain Dealers Journal: We issue tickets for each load of grain, making a stub ticket for ourselves. Each ticket must be returned by owner of the grain. In case tickets are lost and the stub has not been O. K'd, and the farmer is sure and can swear to about how much grain or how many loads he hauled, the grain is checked to him.—E. C. Morrill, mgr. Midway Farmers' Warehouse Co., Junius, S. D.

and we require them to be surrendered when paid.—J. S. Hazelrigg, Cambridge City, Ind.

CARBON COPY OBJECTIONABLE.

Grain Dealers Journal: To solve the ticket problem as a weighmaster I would hardly know what to record. I would prefer the carbon copy, if it were not for two reasons. First, too many times the carbon does not make a legible copy. Second, carbon is more or less trouble. The sheet often gets lost and keeps one hunting for it or another.

The ticket we use is reproduced herewith. Rule indentations separate the ticket from the stub; and the ticket bears the injunction "Return This Check When You Settle."—Lavengood Grain Co., Amboy, Ind.

LAVENGOOD GRAIN CO.

No. Amboy, Ind.190

Load of.

From To.

DRIVER Gross lbs.

\$ On Tare lbs.

Price Off Net lbs.

Net bus.

Weigher.

Return this check when you settle LAVENGOOD GRAIN CO.

No. Amboy, Ind.190

Load of.

From To.

DRIVER Gross lbs.

\$ On Tare lbs.

Price Off Net lbs.

Net bus.

Weigher.

DO NOT INSIST ON RETURN OF
TICKET.

Grain Dealers Journal: We give weight tickets like that reproduced herewith and have never had any trouble, as a mistake made on day book is checked thru scale book and corrected.

The tickets are bound nine to a page, in duplicate with carbon sheet between. We do not care whether the tickets are returned, since as soon as check is issued

Yours truly, H. A. Foss, Board of Trade
Weighmaster, Chicago, Ill.

INSISTS UPON RETURN OF
TICKET.

Grain Dealers Journal: I insist upon return of ticket before paying for grain. I give them on slip the gross, tare, and net weight of each load, also price and amount of check.

No. 1380 Canistota, S. D. Dec. 24 1908

Scale Book

Farmers Elevator Company of Canistota

Name.....	C. Tracht	Gross lbs.....	4070
Kind.....	3 Corn	Tare lbs.....	970
Del. by.....	C. Tracht	Net lbs.....	
		Wm. Mock	Agent.

the weight tickets are canceled.—Wm. Mock, mgr. Farmers Elevator Co., Canistota, S. D.

Our scale book is in duplicate, and we keep a record of each ticket and name of parties.—G. T. Burk, Decatur, Ind.

NEVER HAVE TROUBLE WITH
TICKETS.

Grain Dealers Journal: We give weight tickets and keep a record of each one on a stub. We demand the return of the tickets before we settle and have never had any trouble of any kind.—Weltmer & Campbell, Green Camp, O.

241 SCALES FOUND INCORRECT.

Grain Dealers Journal: I thot perhaps a little detail with reference to our work during the year 1908 in the matter of scales might be of interest.

The results of our scale inspection during the year have been very gratifying to us. Our scale inspectors tested 114 scales at country elevators. We found 83 of these, or 728/10%, out of order. The records of the year's work show that we tested both in Chicago and at country points 1,108 scales, as follows:

937 hopper scales, of which 149 were found incorrect.
105 railroad track scales, of which 40 were found incorrect.
48 wagon scales, of which 42 were found incorrect.
18 smaller scales, of which 10 were found incorrect.

WEIGHT TICKET AND SPECIAL
BANK CHECK.

Grain Dealers Journal: After having used the duplicate scale book with carbon for 6 years we consider it, with our own bank check book, the best plan possible.

When settling with a farmer for his grain we take the weight ticket given him for each load and cancel the duplicate on our book and mark his tickets paid. In issuing the check to pay for grain we itemize the stub showing the number of bushels or pounds. We do this also in the space allotted on check, having a check book with paper tinted different from any other, furnished by our banker, with spaces for itemizing.

Should the farmer be a renter and want two checks we note in the items "To John Doe, Dec. 31, 1908, \$.... for ½ of bus. or lbs. of corn" and to the landlord the same, itemized as before.

Should any party pay an account or store any part of their grain this is noted on the scale ticket or on the check stub and on check. Our book has 8 tickets to the page.—Niccum Milling Co., Swayzee, Ind.

New President of the New England Grain Dealers Ass'n.

John W. Cox was chosen president of the New England Grain Dealers Ass'n at the annual meeting Jan. 11 in the Chamber of Commerce, Boston.

In their choice of a presiding officer the New England dealers are to be congratulated, for Mr. Cox has served the Ass'n well as sec'y for 2 years and is well qualified to direct its work. He went into the grain and feed business 25 years ago as office boy for J. E. Soper & Co., and has been in it ever since with the exception of a few years, practically all of his time having been put in with the Chas. M. Cox Co., Boston, of which concern he is vice-president. He is also vice-president of the St. Albans Grain Co., of St. Albans, Vt. For some time Mr. Cox has been in New Orleans, La., for his health.

Other officers elected for the ensuing year are: Vice-pres., R. MacKinnon, St. Johnsbury, Vt.; sec'y, W. T. Fulton, Boston; treas., H. J. Wood; board of directors, J. S. Morrell, Laconia, N. H.; W. B. Kimball, Bowdoinham, Me. (re-elected); B. W. Brown, Concord, N. H.; Everett Craine, Quincy; J. D. Peck, Providence; Walter E. Smith, Boston (re-elected); Ernest L. Rogers, New London (re-elected); H. W. Chambers, Whitman; W. L. Woodbury and Newton Shultis, Boston.

The sixth annual banquet of the Ass'n was held the evening of the same day at the Hotel Brunswick. Frank A. Noyes, the retiring president, was toastmaster. Chas. O. Bailey of the Massachusetts board of agriculture, Dean K. Webster and several prominent citizens addressed the 219 members present.

Books Received

Red Book.—The annual Red Book, containing statistical information relating to grain, seeds, provisions, the crops, imports and exports of the principal countries, has just been issued, replete as usual with information of interest to traders and valuable as a ready office reference. Howard, Bartels & Co., Chicago, Ill.

Clover Seed in the Connecticut Market.—Early in the past season the Connecticut Station called attention to the poor quality of the clover seed on the market, in consequence of which farmers sent to the station a number of samples, which with those collected by the sampling agent made a total of 51 samples which have been received, examined and reported on. Three of the samples were adulterated with seed of a wholly worthless plant and only one-sixth of the whole number were fit to use. The average purity of seed in the Connecticut market this year was 90.5 per cent, the provisional standard of the U. S. Dept. of Agri. requiring 98 per cent. One adulterated sample contained 39.1 per cent of black medic, a legume growing in waste places and of no agricultural value. It is not a thing which is accidentally or unavoidably harvested with clover. It is imported from Germany, says Professor E. H. Jenkins, for the express purpose of use as an adulterant, and is not very readily detected by the buyer. The results of the season's work have been tabulated, giving the name of the dealer, by whom sent, the number of dodder seed in a pound, weight of seed, percentage of pure seed, percentage of germination, and the percentage of the sample which is capable of germination. Bulletin 160; Illustrated; by E. H. Jenkins and Mary H. Jagger; Agricultural Experiment Station, New Haven, Conn.

Oats will continue as the controlling factor of the barley market. Before the Argentine crop proved to be short, there was some prospect of a decline in the oat market, which would have affected barley, but the growing strength and scarcity of feed and oats is steadily advancing the barley market.—Dakota Cereal Co.

THE SWAYZEE ROLLER MILLS

SWAYZEE, IND., 190

Load of _____ From _____

To Niccum Milling Co..

Price _____ cts. Gross _____ lbs.

Amount \$ _____ Tare _____ lbs.

Net _____ bus. _____ lbs. Net _____ lbs.

Weigher _____

Crop Reports

Canada.

Ottawa, Ont., Dec. 1.—A report of the crops of Canada shows an area of 27,505,663 acres of field crops. Fall wheat covered 770,400 acres, and yielded 18,798,000 bus.; spring wheat, 5,839,800 acres, 93,636,000 bus.; oats, 7,941,100 acres, 250,377,000 bus.; barley, 1,745,700 acres, 46,762,000 bus.; rye, 100,350 acres, 1,711,000 bus.; peas, 412,900 acres, 7,060,000 bus.; buckwheat, 291,300 acres, 7,153,000 bus.; mixed grains, 581,900 acres, 10,049,000 bus.; flax, 139,300 acres, 1,490,000 bus.; beans, 60,100 acres, 1,245,000 bus.; corn for husking, 366,200 acres, 22,872,000 bus. Fifty per cent of the year's wheat crop, 72 per cent of the oats and 68 per cent of the barley remained in the farmers' hands at the end of November. At the same time the condition of the new fall crop of wheat was 75 per cent of the standard and 73 per cent of the plowing was done.—Sidney Fisher, minister of Agri.

Illinois.

Fox, Ill., Jan. 11.—All the farmers are waiting for 50c oats and 60c to 65c corn, and say they will not move only just what is absolutely necessary of the crop till they can get those prices. Crops are not large in this section.—Mark Havenhill, local mgr. Fox Eltr. Co.

Indiana.

Brookston, Ind., Jan. 20.—Farmers are bullish; offer 54c for corn.—A. P. Hausen.

Cottage Grove, Ind., Jan. 20.—Corn crop light; none to sell.—Aaron Gardner.

Crawfordsville, Ind., January 20.—Wheat prospect is not very good.—J. B. Price.

Needham, Ind., Jan. 20.—Awful dry in our district. Business dull.—E. M. Fisher.

Glenwood, Ind., Jan. 20.—Wheat is looking good; some moving. No corn.—R. C. Jinks.

Logansport, Ind., Jan. 20.—Wheat is about all in. Hard to find out about corn.—C. C. Bishop.

Ossian, Ind., Jan. 20.—Winter wheat is small acreage, and outlook is not very good.—T. A. Doan.

Frankfort, Ind., Jan. 20.—Business is dull. Farmers have little to sell and a number are feeding.—O. A. Davis.

Bluffton, Ind., Jan. 20.—Considerable corn in our county, but farmers are holding it for higher prices.—C. F. Davison.

Frankfort, Ind., Jan. 20.—Lots of corn and oats in my territory. Think it will be moved about Feb.—Frank Strang.

Argos, Ind., Jan. 20.—Business is dull. Farmers haven't much to sell and are holding what they have.—R. A. Kuhn.

Yeddo, Ind., Jan. 20.—We had a light crop. Not much grain to handle. Prices are good enough.—Thos. Glascock.

Delphi, Ind., Jan. 20.—Business is slack. Lots of grain in the country. Offer 54c for corn. Farmers want \$1.—Wm. Roach.

Hobbs, Ind., Jan. 20.—Business dull. Farmers holding corn for raise; offering 77c a cwt.; they want 80c.—A. M. House.

Muncie, Ind., Jan. 20.—Business quiet; short crop. Offering 80c per cwt. for corn; farmers want \$1 per bus.—S. C. Hermann.

Kingman, Ind., Jan. 20.—Corn is bringing 70c per bus. at public sales. We are offering 60c per bus. and can't get it.—H. M. Brown.

Manson, Ind., Jan. 20.—Business is quiet. We are offering 55c for corn; dealers want 60c; feeders are buying.—S. Van Steenburgh.

Fairland, Ind., Jan. 20.—Business dull; farmers want higher prices; offering 58c for corn; they want 60c to 65c. Considerable corn yet in their hands.—N. E. Williams.

Mt. Comfort, Ind., Jan. 20.—The farmers are bullish on grain. They have lots of corn; we are offering 55c; they want 65c. They will hold until late in the season.—R. E. Whitaker.

Hillsburg, Ind., Jan. 20.—We have had the lightest crop of grain to handle in Ind. this year in my grain experience of 9 years. Winter wheat is poor and acreage small.—J. J. Snodgrass.

Crawfordsville, Ind., Jan. 18.—I have been in business 25 years and I never saw such a peculiar dullness in the grain business as at the present time. I hardly know how to explain it.—A. E. Reynolds.

Frankfort, Ind., Jan. 20.—Business quiet; not much grain to be bot. Offering 55c for corn; farmers would sell at 60c.—M. L. Conley.

Cotatesville, Ind., Jan. 20.—Not much grain to sell, but the farmers keep us busy grinding for feeding purposes.—W. T. Davis.

Muncie, Ind.—Jan. 20.—Business very quiet. Farmers are trading among themselves, and it is a toss up whether they sell corn or feed hogs.—E. E. Elliott.

Indianapolis, Ind., Jan. 20.—I have traveled over a good portion of Indiana among the dealers and find very little wheat for sale. There is plenty of corn in the farmers' hands, but they are holding it for \$1.00 per bus. It has been so dry the winter wheat has done very poorly, and I look for a big area of corn acreage.—O. M. Gibson, Baltimore, Md.

New Palestine, Ind., Jan. 20.—Farmers are not selling; offering 56-7c bus. for corn, but they can haul it to Indianapolis and get 70c to 75c from the retail trade, and that cuts us out. Considerable corn yet in farmers' hands. Corn is bringing 75c to 80c per bu. at public sales. Farmers don't seem to want the money for their corn, and lots of them are talking \$1.00.—J. W. Waltz.

Iowa.

Robertson, Ia., Jan. 13.—In this vicinity there seems to be about one-third of the corn in, and but few oats left.—J. W. Zuffall.

Fort Atkinson, Ia., Jan. 14.—About 70% of the last crop of oats has left the farmers' hands and about 85% of the barley. Corn will all be fed.—J. P. Schissel.

Kansas.

Americus, Kan., Jan. 16.—No corn to ship from this point. The wheat is about all out of the farmers' hands. Growing wheat is small, but is looking well. The weather is moderate and the ground is covered with snow.—M. Toomey.

Palmer, Kan., Jan. 21.—Wheat is late and not a good stand. Decrease in acreage of perhaps 20%. About 10% of the old crop is still in the farmers' hands, the smallest reserve for us in a good many years. We had a fair corn crop and will ship some from here. Considerable feeding is being done, fully as much if not a little more than usual.—W. C. Brown.

Enterprise, Kan., Jan. 16.—We have had a big snow all over the state and wheat is in first-class condition. The eltrs. of our line are situated mostly on the Union Pacific west of this point, and all our agents anticipate a bumper crop next year. The amount of wheat back in the farmers' hands is small; and I believe that as soon as the roads get in good condition the farmers will sell, as they are well satisfied with the price from 95 to 96 cents.—Thad L. Hoffman, mgr. Hoffman Eltr. Co.

Kentucky.

Louisville, Ky., Jan. 20.—Reports on the condition of grain in Kentucky are to the effect that it is in good condition after recent heavy rains. The snow which followed has protected it to a considerable extent from the frost.—C.

Minnesota.

Wilder, Minn., Jan. 15.—Corn in this locality is 40% better than the previous crop.—C. W. Malmquist, agt. Christensen Grain Co.

Missouri.

Darlington, Mo., Jan. 13.—Wheat is about all out of the country here and corn offerings rather light; but some corn is held back that will go later.—Geo. W. Hawkins.

Nebraska.

Leshara, Neb., Jan. 13.—This weather, cold and windy without much snow, is hard on the winter wheat.—J. M. Rutt Grain Co.

North Dakota.

Lisbon, N. D., Jan. 9.—I think the estimate of stuff in farmers' hands is too high. There is not over 10% left in this locality above seed requirements.—O. A. Kneeland, mgr. Farmers Eltr. & Merc. Co.

Ohio.

Venedocia, O., Jan. 6.—Not very much grain moving at present. The wheat acreage is small and the outlook is not promising.—Lang Eltr. Co.

Arcanum, O., Jan. 12.—Wheat in this section will be a mere nothing; fields all bare and have been since seeding; but there will be large crops of corn and oats put in.—Drew Bros.

Oklahoma.

Okemah, Okla., Jan. 12.—A very poor crop here in this section.—Okemah Mill & Eltr. Co.

Foraker, Okla., Jan. 22.—Prospects are all O. K. for a big crop and better times next fall.—A. A. Stephenson, mgr. I. C. Pierce Grain & Eltr. Co.

Enid, Okla., Jan. 19.—Weather conditions thruout the state have been very threatening for the last week or ten days, which has caused a very light movement of both wheat and corn, and the same conditions will continue till there is a decided change in the weather.—C. F. Prouty, sec'y Jan. Dealers Ass'n of Okla.

Jefferson, Okla., Jan. 11.—The old wheat is very nearly all in; not more than 10% of it is still in the farmers' hands. The crop was very short here this year. The farmers claim that the growing crop is full of fly. It certainly does not look good, from some cause. The corn crop is rather short, as so much wet weather drowned out the crops on the river bottoms and farmers are holding for higher prices. Very little corn is moving. Seed crops also are short this year. More land is being put into alfalfa and there will be more corn next spring. A great deal of the planting is done. We had an open winter until last week.—Hackney Milling Co., successor to Jefferson Mill & Eltr. Co.

South Dakota.

Blunt, S. D., Jan. 11.—We look for a larger acreage, especially of flax and durum wheat, and no doubt a large crop of these grains will be marketed.—Irwin Grain & Land Co.

Bridgewater, S. D., Dec. 18.—Corn yielding 50% more than last season; quality good; 90% will grade No. 3; 30% will be marketed by Jan. 1; 45c for No. 3 corn.—L. J. Schroder.

Bridgewater, S. D., Dec. 18.—Corn yielding 20% more than last season; quality 20% better; 90% will grade No. 3; 25% will be marketed by Jan. 1; 45c for No. 3 corn.—Geo. H. Shanard.

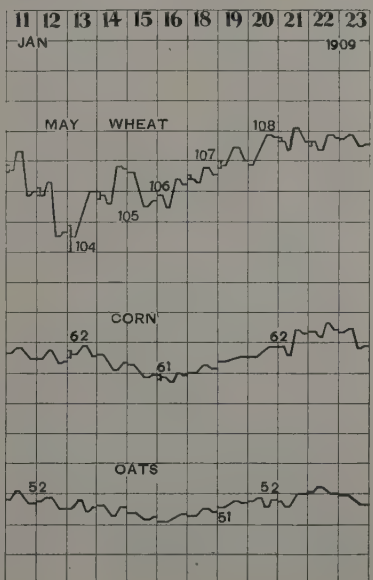
Canistota, S. D., Dec. 24.—We have handled as much grain as we did last year, as we had but little corn to handle last year. We have already handled over 20,000 bus. corn.—Wm. Mock, mgr. Farmers Elevator Co.

Texas.

Sanger, Tex., Jan. 21.—The wheat and fall oats crops look well so far in this section, and bid fair to be the best we have had in the past 4 years.—Smith, Wiley & Co.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for May delivery at Chicago for 2 weeks prior to Jan. 25 are given on the chart herewith.



Rentals for Elevator Sites.

Western elevator men have been caused much uneasiness during recent years by ominous threatenings of railroad companies to advance ground rentals to an extortionate figure, and in sections the railroads have actually permitted their greed to run away with their reason. Were the railroads to refuse to grant a site to any one until he had agreed to keep the elevator open each business day of the year fewer sites would be asked, better and larger elevators would be built and all interested would be better off.

At the meeting of the Western Grain Dealers Ass'n held early this month a move was inaugurated to check this gradual increase in ground rentals either thru agreement with the railroads or this failing to seek relief thru legislation.

At many stations ground off the right of way can be purchased for a pittance and the elevator man made independent of the railway official's whims and greed. Naturally many are buying sites rather than pay the extortionate rentals and comply with the unfair conditions of the leases.

South Dakota elevator operators are having their share of worry over the increased rentals as is reflected by following opinion of P. W. Dougherty, Counsel for South Dakota Board of Railroad Commissioners, in a recent letter to the Sec'y of the Commission:

"W. H. Stanley, Sec'y,

"Sioux Falls, S. D.

"Dear Sir:—Your letter of the 21st inst., enclosing a letter under date of Dec. 19, 1908, from the Reliance Elevator Co. of Minneapolis, Minn., has been duly received. The letter from the Reliance Elevator Co., omitting the title, reads as follows:

The Chicago, Milwaukee & St. Paul Railway Company, we think, are taking an arbitrary course in raising our rents for leases that we have along their line. In this, that they send their Division Supt. and their Division Freight Agent along the line and put an arbitrary valuation on the land occupied as an elevator site, then present an application to us for our signature at the advanced value on a basis of 5% per year. These sites are now put in at from \$150 to \$1,000 valuation, whereas we formerly were only required to pay a flat rental of \$5 per site.

We wish to inquire if we are compelled, under the law, to accept the R. R. Co.'s valuation; or is there some way to have a valuation placed on these sites by a disinterested person?

Is there not a remedy through the courts? If we refuse to accept new leases, can they compel us to vacate? We presume that there is a state law governing the case, and if there is, we would be pleased to have you furnish us with a copy, and your advice, and oblige.

"Sections 480 to 518, both inclusive, of the 1903 revised political code, provide for the regulation of public warehouses, define the duties of the Board of Railroad Commissioners of this state, and regulate the manner of condemning sites for public warehouses in this state.

"Sec. 505 of the political code provides that any person, firm, or corporation, which shall have been refused any privilege of constructing a public warehouse upon the right-of-way, depot grounds or warehouse lots of any railway at any station in this state, may file a complaint with the Board of Railroad Commissioners, setting forth such refusal and their desire to build an elevator on such right-of-way, and that the board shall thereupon, on ten days' notice, hold an investigation at the station where the warehouse site is desired, and upon consideration of all of the circumstances, determine whether the public welfare will be advanced by the construction of a warehouse at such station. If the board de-

termine, after investigation, that the construction of a warehouse at such station is necessary, and the public welfare will be advanced thereby, it is the duty of the board to fix the location of the warehouse on the right-of-way, depot grounds, or warehouse lots of the railway company in question, and deliver a copy of their decision to the complainants.

"Sections 508-518 of the political code then provide the steps to be taken by the complainant to condemn the site in question.

"The railroad right-of-way and all of its depot grounds and warehouse lots are, also impressed with a public use, private property and can only be taken for a public use by due process of law, which means by the exercise of the right of eminent domain, and the method outlined by our statutes complies with the constitutional provision by outlining the process to be pursued in the exercise of the right of eminent domain to condemn an elevator site on property belonging to a railway company in this state. The Board of Railroad Commissioners of this state has no jurisdiction to compel a railway company to grant elevator or warehouse sites and even if the statute authorized the Board to do so, it could only be legally done by exercising the right of eminent domain.

"In the case of *Mo. Pac. Ry. Co. vs. the State of Nebraska*, reported in vol. 170 Supreme Court Report, page 130, the Supreme Court of the United States denied the right of the Board of the Railroad Commissioners of the state of Nebraska, to order the railroad company to furnish an elevator site to one John W. Hollenbeck and others. In this case, John W. Hollenbeck and numerous other persons formed an association under the name of Elmwood Farmers Alliance, number 365, of Elmwood, Cass County, Neb., after having been refused an elevator site on the right-of-way of the Missouri Pacific Railway Co., they filed a complaint with the Board of Railroad Commissioners of the state of Nebraska, praying that the Board of Railroad Commissioners award them an elevator site on the right-of-way of the defendant. After an hearing, an order was made by the Board of Railroad Commissioners, requiring the defendant railway company within ten days after the service of the order, to grant the complainants an elevator site upon its ground at the station of Elmwood. The railway company refused to comply with the order and an application was thereupon made to the Supreme Court of Nebraska for the issuance of a peremptory writ of mandamus to compel the railway company to comply with the terms of the order of the Board of Railroad Commissioners. Upon a hearing in the Supreme Court of Nebraska, the order was confirmed and a peremptory writ of mandamus issued, directing the railway company to grant the elevator site within forty days. A writ of error was then sued out and the cause removed to the United States Supreme Court. In an elaborate opinion covering the entire question, the Supreme Court held that the order in question was a taking of private property of the railway company without due process of law.

"In the course of its opinion, the United States Supreme Court holds:

A railroad corporation doubtless holds its station grounds, track and right of way as its private property, but for the public use for which it was incorporated, and may, in its discretion, permit them to be occupied by other parties with structures convenient for the receipt and delivery of freight upon its railroad, so long as a free and safe passage is left for the carriage

of freight and passengers. Railroad Co. v. Richardson, 91 U. S. 454. But how far the railroad company can be compelled to do so against its will is a wholly different question.

Upon the admitted facts of the case at bar, the railroad company had granted to two private firms, the privilege of erecting elevators upon its right of way at Elmwood station, and had refused an application of other private persons, farmers in the neighborhood, for the privilege of erecting on that right of way a third elevator of sufficient capacity to store from time to time the grain produced upon their farms and upon those of the neighbors, and has been ordered by the board of transportation, and by the Supreme Court of the state, to grant to the applicants a location upon its right of way for the purpose of erecting thereon such an elevator, upon the like terms and conditions as in its grants to the owners of the two existing elevators.

Nor does it present any question as to the power of the legislature to compel the railroad company itself to erect and maintain an elevator for the use of the public, or to compel it to permit to all persons equal facilities of access from their own land to its tracks, and the use, from time to time, of these tracks for the purpose of shipping or receiving grain or freight.

The order in question was not limited to temporary use of tracks, nor to the conduct of the business of the railway company. But it required the railway company to grant the petitioners the right to build and maintain a permanent structure upon its right of way.

The order in question was not, and was not claimed to be, either in the opinion of the court below, or in the argument for the defendant in error, in this court, a taking of private property for a public use, under the right of eminent domain. The petitioners were merely private individuals, voluntarily associated together for their own benefit. They do not appear to have been incorporated by the state for any public purpose whatever, or to have intended to establish an elevator for the use of the public. On the contrary, their own application to the railroad company, as recited in their complaint to the board of transportation, was only "for a location on the right of way at Elmwood station, aforesaid, for the erection of an elevator of sufficient capacity to store from time to time the cereal products of the farms and leaseholders of complainants aforesaid, as well as the products of other neighboring farms."

To require the railroad company to grant to the petitioners a location on its right of way for the erection of an elevator for the specified purpose of storing from time to time the grain of the petitioners and of the neighboring farmers is to compel the railroad company, against its will, to transfer an estate, under its charter, as its private property and for a public use, to an association of private individuals for the purpose of erecting and maintaining a building thereon for storing grain for their own benefit, without reserving any control of the use of such land, or of the building to be erected thereon, to the railroad company, for the accommodation of its own business, or for the convenience of the public.

This court, confining itself to what is necessary for the decision of the case before it, is unanimously of opinion that the order in question, so far as it required the railroad corporation to surrender a part of its land to the petitioners for the purpose of building and maintaining their elevator upon it, was, in essence and effect, a taking of private property of the railroad corporation, for use of the petitioners. The taking by a state of the private property of one person, or corporation, without the owner's consent, for the use of another, is not due process of law, and is a violation of the fourteenth article of amendment of the constitution of the United States.

"This same question came before the Supreme Court of Minnesota in the case of *State vs. the C., Mil. & St. P. Ry. Co.*, 31 N. W. 365, 36 Minn. 402.

"In this action a Mr. Barry made application to the railway company to construct, maintain and operate on its land at Blooming Prairie, a public warehouse. The application was denied and this action was brought to recover the penalty imposed by the statute for a failure to grant this application. The Supreme Court of Minnesota held that the statute was unconstitutional on the ground that the statute contemplated the taking of private property for public use without just compensation.

"This same general question was before the court in the case of *Hart vs. Choctaw, O. & Railway Co.*, 118 Fed. 169, and the opinion of the court in this case is in line with the decision of the Supreme Court of Minnesota and of the United States Supreme Court. The same question was also before the Interstate Commerce Commission in the case of *Mt. Vernon Milling Co. vs. The C., M. & St. P. Ry. Co.*, 7 Interstate Commerce Report, 194. This latter case was on a complaint made by the Mt. Vernon Milling Co. of Mt. Vernon, S. Dak., was based on our statute and the Interstate Commerce Commission dismissed the complaint for want of jurisdiction for the reasons given in the case above cited.

"In view of the decision of the Supreme Court of the United States, of the Supreme Court of Minnesota, of the United States Circuit Court, and of the Interstate Commerce Commission in effect holding that the right of way, depot grounds, and warehouse lots of a railway company are private property and as such can only be taken for a public use by due process of law (by the exercise of the right of eminent domain) it necessarily follows that the railway company has the right to fix and determine the rental of such sites.

"If elevator and warehouse companies feel that the rate of rent charged to them is excessive and not based on the actual value of the property, then the only recourse left to them is to follow the procedure outlined by the statute of this state and condemn a site on the right of way of the railway company. When such elevator site has been condemned and compensation paid to the railway company, the elevator company will then have the absolute right to occupy the premises without any charge whatever.

"The course to be followed by the elevator companies in this state must necessarily depend upon many considerations. The statute, however, provides an inexpensive method of acquiring an elevator site for which no rental need be paid, after compensation has been made to the railway company under the proceedings for the condemnation of the site. Inasmuch as this board has no jurisdiction to compel railway companies to furnish elevator sites, except by following the procedure outlined by the state, it follows as a legal conclusion that it has no jurisdiction

to review the action of the railway company in raising the rent for the sites already granted."

Scutellum Indicator of Barley Value.

Experts often are misled in judging barley by color, fineness, wrinkling of hull, smooth and toothed condition of the nerves, long or short haired basal brush, size and shape of grain. These indications are serviceable, but no more so than cutting the grain across to see the relative mealiness of the starch contents.

Glassiness revealed by cutting is not always injurious to the malting quality; and the expensive chemical analysis distinguishes with great difficulty between different kinds of nitrogenous contents.

It has long been known that the peculiar part of the embryo barley plant called the scutellum is an absorbing organ which seizes upon the food supply stored in the rest of the grain and transfers it to the growing parts, the young root system and the stem. Its broad, flat surface is pressed close against the large, stored up mass of starch, called the endosperm, which forms the bulk of the grain; and when germination, or its

modified form called malting has been going on for three or four days it is easy to see that the starch endosperm, especially that portion lying nearest the scutellum, is disappearing, and that at the same time the embryo plant has commenced growth. It is evident that the scutellum is absorbing the starch and transferring it to the plant.

Investigations have proved that the starch ferments are wholly the product of the scutellum and are secreted by its outer layer. The scutellum can therefore be called the malting organ of the barley grain and its epithelial cells the malting glands. This organ, together with the size and quality of the endosperm, is therefore of the highest importance in all questions concerning the value of barley.

Albert Mann, expert in charge of the special barley investigation of the Bureau of Plant Industry of the U. S. Department of Agriculture, by a comparative study of this important organ in the leading varieties of cultivated barley, soon discovered that the shape of the scutellum varied greatly. At least two distinct types exist, with many intermediate forms—one very broad, almost circular in outline, covering the lower end and

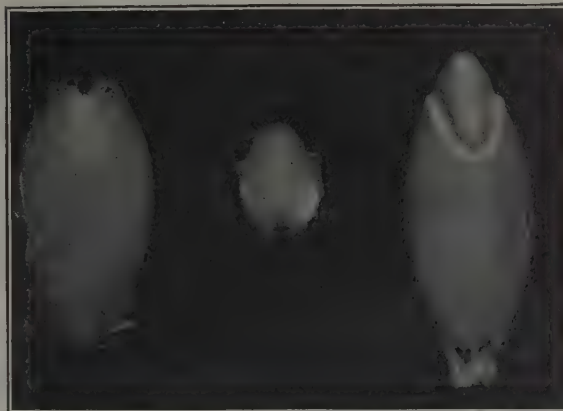


Fig. 2.—Low Grade Barley. Grain on the Left with Scutellum Removed, Leaving a Narrow, Deep-Sunken Depression. Very Poor Form of Scutellum in Center. Magnified 8 Diameters. After Mann, Circular No. 16, Bureau of Plant Industry, U. S. Dept. of Agriculture.

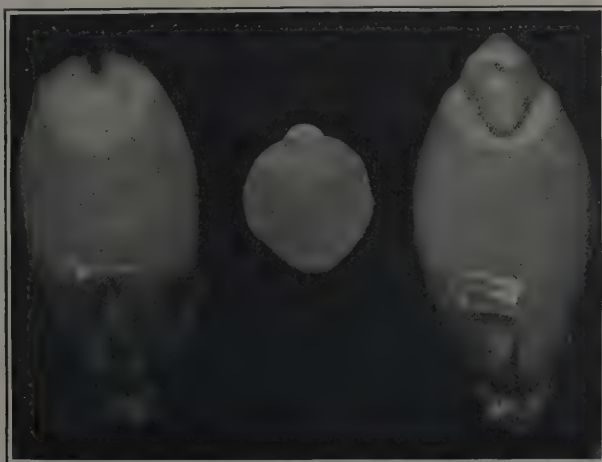


Fig. 1.—High Grade Swedish Pedigree Barley; Hulls and Outer Membranes Removed, Showing Ideal Form of Scutellum. Grain on Right Entire; on Left with Scutellum Removed. Scutellum in Center, seen from under side. After Mann, Circular No. 16, Bureau of Plant Industry; U. S. Dept. of Agriculture.

reaching well over the shoulders of the grain as in Fig. 1, herewith; the other narrow, elongated, with nearly parallel sides and rounded or pointed tip, as in Fig. 2.

The broad scutellum is generally nearly flat or so slightly convex on its inner surface that it lies in a shallow depression of the starch endosperm, while the narrow scutellum is thick and tongue shaped and is sunken quite deep into the endosperm.

The broad scutellum having long epithelial cells is found to be characteristic of the best grades of malting barley, while the narrow deep sunken type with broad epithelial cells is characteristic of inferior or malting barley.

The scutellum test is easy, the general build of this organ being easily made out by merely removing the outside hulls of the grain. This is readily done even when the barley is dry, tho it is better to soak the sample for a few hours. The examination of the epithelial layer is also a comparatively simple operation. A longitudinal section of a well-soaked grain, freed from its hulls, can be quickly made with a razor or sharp knife, and the microscope will then reveal the general form of this glandular tissue.

Seeds

A rate of 13½¢ per 100 lbs. on chaff red top seed has been made effective Feb. 10 by the Illinois Central from Olney, Ill., to Cincinnati and Louisville.

The stock of the Ebbert Seed Co., of Rocky Ford, Colo., was sold recently by the receiver at auction for \$800 to W. B. Mandeville, cashier of the Rocky Ford National Bank.

Eruca or rock salad is a common weed which is spreading in Oklahoma since its introduction from France three years ago. It is said to be doing a great deal of harm in that state and Kansas.

Regulation of the inspection and sale of grass and agricultural seeds is provided for in a bill introduced in the Texas Legislature at the request of O. M. Ball of the state agricultural college.

Senator Robinson has introduced a bill in the Minnesota Legislature, known as S. F. 85, prohibiting the sale of weed seeds with other seed. The bill has been referred to the grain and warehouse committee.

Bills introduced in the Nebraska legislature known as S. F. No. 4 and S. F. No. 5 prohibit the adulteration of agricultural seed and make the food commissioner responsible for the enforcement of a pure seed law.

The seed inspection committee of the Toledo Produce Exchange as recently appointed by for the ensuing year is composed of F. W. Annin, J. C. Keller, C. S. Burge, E. W. V. Kuchn, F. W. Jaeger, R. L. Burge, W. E. Stone.

The committee on grass and field seeds of the Chicago Board of Trade as recently appointed for the ensuing year is composed of F. E. Winans, T. M. Hunter, A. L. Somers, G. A. Heath, Adolph Gersenberg, G. A. Wegener and G. S. Green.

Many years ago some Toledo seed dealers allowed white sand to become friendly with their clover seed. There was a flood here which wet the sand and exposed the wicked seed dealer. Be good and you will be happy.—C. A. King & Co.

New York imports of clover seed for the week ending Jan. 23 were 4,813 bags and the exports 170 bags, against 3,755 bags imported and 778 bags exported during the corresponding week a year ago. Much of the seed included in these figures is alfalfa.

A reduction in the tariff on beans is proposed, and in view of the possible harm to domestic bean growers J. A. Heath, pres. of the Michigan Bean Growers Ass'n, has appointed C. E. DeFuy, of Stockbridge, C. E. Noyes of Jackson and G. F. Allmendinger of Ann Arbor a comite to investigate. The duty now is 45 cents per bushel.

During November the Canadian seed laboratory at Ottawa received 43 samples of red clover, 24 of alsike, 18 of timothy, 17 of cereals. Of the red clover samples, 26 would grade No. 1, 15 would be saleable, while two would be prohibited. Nine of the alsike samples would grade No. 1, 13 would be saleable, and two would be prohibited. All of the timothy samples would grade No. 1. Of the total number of samples sent in, 19 were from farmers and the rest from seed merchants.—G. H. Clark, Commissioner.

London, Eng.—Trade moderate with prices steady. Finest English red clover scarce with values hardening. Demand for low grades poor. Liverpool has in store 3,000 bags Chilian. Russia been buying some American seed. Choice French clover offered less freely. Germany has been good buyer French seed. Alsike and white unchanged. Trefoil holding its own.—*Telegraph*.

Legal weights and measures for Oklahoma are provided in a bill recently introduced in the state legislature by Senator Pat Goulding of Enid. The weights include: clover seed 60 lbs. to the bu.; castor beans, 46 lbs.; hemp seed, 44 lbs.; blue grass, red top and orchard grass, 14 lbs.; timothy seed, 45 lbs.; Bermuda grass, 40 lbs.; kafir corn, 50 lbs., and sorghum seed, 42 lbs.

Canadian seed dealer writes C. A. King & Co.: Very difficult to size up the situation this year. Our farmers won't sell seed for what it is worth on a basis of your market. It remains to be seen whether they will do so later on. Some seed in Canada, but crop not large, due to small acreage. Quality is poor. We estimate that 75 per cent will be from medium to low grade seed, badly off color and mixed with ragweed, dock and other impurities.

Cleaning black plantain out of clover seed frequently causes heavy shrinkage in weight, as all the small grains of clover are cleaned out with the plantain. This seed is very common in clover. It is not unusual to clean from clover 10 to 15 per cent of black plantain. I have inspected clover which has been offered for sale that contained more than 85 per cent of black plantain seed.—From address by A. E. Reynolds of Crawfordsville, Ind., at Purdue University.

Jas. B. Reynolds, acting sec'y of the treas., has written customs officers that: At the request of the Secretary of Agriculture it is directed that, until July 1, 1909, 2-ounce samples of all importations of 100 pounds or more of grass, clover, and forage-plant seeds be prepared at the earliest practicable date after entry and forwarded to the seed laboratory, Department of Agriculture, Washington, D. C., labeled with names and addresses of consignors and consignees, name of seed as given in the invoice, and quantity of the consignment.

John Nathan Smith of Des Moines, Ia., proposes the enactment of a law making it a criminal offense for a seed dealer to buy corn from the crib, shell it and sell it as carefully selected guaranteed corn. Attorney Smith says that a seed dealer bot several bushels of corn from his father at the home farm near Altoona and sold it out as fancy corn of the yellow dent variety. The buyer paid 75 cents per bu. and disposed of it by the half pint at a high price. The corn had stood in the crib thru rain, snow and frost.

Chicago received during the week ending Jan. 23 810,500 lbs. timothy seed, 227,742 lbs. clover seed, 539,300 lbs. other grass seeds and 30,000 bus. flaxseed; compared with 405,500 lbs. timothy seed, 139,700 lbs. clover seed, 339,090 lbs. other grass seeds and 17,210 bus. flaxseed, during the corresponding week of 1908. The shipments for the week have been 260,698 lbs. timothy seed, 360,000 lbs. clover seed, 1,446,180 lbs. other grass seed, and 1,400 bus. flaxseed; against 693,400 lbs. timothy seed, 159,340 lbs. clover seed, 1,019,000 lbs. other grass seeds and 620 bus. of flaxseed during the corresponding week of last year.

Toledo received during the week ending Jan. 23 3,680 bags of clover seed and shipped 4,685 bags; against 1,071 bags received and 2,061 bags shipped during the corresponding week of 1908. So far this season receipts have been 100,749 bags against 21,857 a year ago; and the shipments this season 59,263 bags, against 6,499 last season. Alsike receipts have been 6,869 bags for the season to date, against 2,581 bags for the corresponding period of the season preceding.

London, Eng.—Annual seed report makes English red clover acreage this year larger than usual and weather been fine but yield below average and quality disappointing. Prices moderate. Foreign red clover shows bumper crop in America of rather pale quality. Central France supplies been large, while Hungary, Bohemia and Russia have only moderate yield of ordinary quality. Chilian red crop reported under that of last season. White clover supplies smaller than year ago, with qualities only fair. Alsike supplies moderate with prices below last season.—*Corn Circular*.

Toledo, O.—Receipts of clover seed continue good, and shipments are not far in excess of the receipts. Many farmers and dealers have been carrying their seed for three or four months, and will probably carry it into March, expecting higher prices; but unless we have a good export demand, we believe they will be fooled. Some shippers are already asking if they can carry their seed over into another year. While this can be done, it does not seem good policy, when the carrying charge and the deterioration in value, is considered. Trading in October delivery is active, prices ranging from \$6.15 to \$6.05.—Southworth & Co.

Clover seed situation is a peculiar one. The cash demand has been the best the past six weeks that dealers here have ever known. It is an open question whether the east, or whoever is taking this seed, is anticipating their wants and will not take as much seed during February and March as is usually required. The low price is going to result in more seed being used than for several years. There is a difference between \$5.50 and \$12.00 to \$14.00. Farmers in some localities are reported as loosening up and selling a little. In other places they are holding on as tight as ever. Out of some 200 letters we have received the past week from shippers nearly all speak of having some seed on hand. These dealers, as well as farmers, are waiting for higher prices.—J. F. Zahm & Co.

Our exports of seeds during the 11 months prior to Dec. 1 included 6,497,953 lbs. of clover seed; 21,204,887 lbs. timothy seed, other grass seeds valued at \$370,496, and 1,395,505 bus. flaxseed; against 2,492,947 lbs. clover seed, 17,965,863 lbs. timothy seed, other grass seed valued at \$406,288, and 3,760,000 bus. flaxseed, during the corresponding period of 1907. The increase in our exports of clover seed came towards the end of the year, the November shipments having been the heaviest for years, at 1,748,229 lbs., against 385,594 lbs. during November, 1907. At the same time imports fell off from 1,927,867 lbs. in November, 1907, to 625,690 lbs. in November, 1908. During the 11 months prior to Dec. 1 our imports of clover seed were 15,331,637 lbs., against 25,153,465 lbs. during the corresponding period of 1907. Of foreign clover seed we re-exported during the 11 months 55,618 lbs., against 30,000 lbs. re-exported during the corresponding period of 1907, as reported by O. P. Austin, chief of the Bureau of Statistics.

Will Collect Claims Against Carriers.

As has been announced in this Journal the Illinois Grain Dealers Ass'n has established a freight claim department and henceforth will undertake to collect claims for members. In writing of the new dept. Sec'y S. W. Strong says,

The Board of Directors of the Illinois Grain Dealers Ass'n, at a meeting in Springfield Nov. 27th last, authorized the establishment of a Claims Department, by a resolution passed, and directing the President to appoint two members, who with himself as Chairman, would constitute a Claims Committee; and that such Committee should proceed to carry out the resolution and arrange with a competent Attorney who would take charge of the Claims Department as manager.

President Wayne appointed on such Committee, to act with himself, Mr. Frank Supple of Bloomington, and S. W. Strong, Sec'y, of Pontiac. Mr. Supple is a prominent grain dealer, having several country stations.

The Committee after several meetings have concluded all arrangements, and the Claims Department of the Illinois Grain Dealers Ass'n, is now an established fact, and ready for the use of the members.

Mr. Wm. R. Bach, of Bloomington, who is at present County Attorney, and one of the leading lawyers of the state, will be the manager, and give personal attention to each and every claim. All claims must first be filed with the Committee, and on examination they will approve and refer them to the Manager for action. No charge will be made on any claim unless there is a collection.

The fees are very low, and made such purposely that dealers may file their claims first through the Department, as it was that by the Committee that every member would be willing to pay a nominal fee for the filing and collection of their losses. It is the advice of the Committee that a claim be made for every loss, for the following reasons:

1st. It is the duty of the common carrier to transport the grain dealers property without loss or damage.

2d. In the event of loss or damage, the Grain Dealers are entitled to recover for the same.

3d. Such filing of claims will advise the railroads of the condition of their rolling stock, if the loss is during transportation; and if the loss occurs while cars are at the terminal markets from stealings, the railroads will be informed of the fact.

4th. Frequently there is a loss when there is seemingly no explanation of how it occurred, the car having gone through and been reported arriving in good order; but when the car is traced through its route, it is found that the car was damaged en route, was set out and repaired, and the railroad records show such facts.

Hence the Committee recommends that members file claims for every loss, and for any amount.

The formation of a Claims Department has not been with the idea of causing the railroads any trouble, nor to compel or influence them to pay any claim that is not right, and for which they are not responsible, but to reduce the volume of work in the Secretary's office at Pontiac; and also to relieve Commission firms of the service which they have been doing for their patrons without remuneration. The Committee thinks the dealer would feel more independent if he transacted his own business through his own organization and at his own expense, rather

than to have it done by a Commission firm who under the circumstances would make no charge.

The whole idea is to adjust the Department so that an equitable settlement shall be made between shipper and carrier, and with as little friction and expense as possible.

Dealers who have losses should write to the Secretary for instructions, and he will send them suitable blanks for the proper filing of their claims.

Calendars Received.

"Rebecca at the Well" garbed in a flowing Oriental robe, her dark eyes shaded with her hand as she looks into the distance, stands at a modern fountain for the Morton Grain & Hay Co., Pittsburgh.

Elmer E. Bast is giving his friends a picture of Suzanne. Beneath her drooping eyes set moonwise in a wealth of dark brown hair a neat little calendar is attached, below the picture. Mr. Bast is, Chicago Mgr. of the Hamilton Rubber Mfg. Co.

A ponderous American eagle, in the act of discarding a scale of Justice, has perched upon a Richardson Automatic Scale as "The Scale Par Excellence." From Richardson Scale Co., New York.

Four Rose girls look bewitchingly, from the calendar of the John Mullally Commission Co., St. Louis.

The invasion of the pioneer, plowing his first furrow across a Montana plain, while an Indian chief salutes in protestation, is depicted upon the calendar of the Beebe Grain Co., Butte.

A hunting scene adorns the calendar from the United Selling Co., Montgomery, Ala.

Our National Capitol with a well known photographic engraving of Lincoln, makes an attractive calendar from Geo. N. Reinhardt & Co., New York.

Pittsburg Receipts and Shipments.

The receipts and shipments of grain at Pittsburg for the last six months of 1908 and 1907, as reported by O. C. Alexander, superintendent of the Grain and Flour Exchange, were as follows:

	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
	bus.	bus.	bus.	bus.
Corn	1,381,990	1,427,925	1,105,683	1,138,624
Oats	3,910,400	4,395,650	3,123,568	3,483,830
Rye	253,400	267,400	52,940	91,700

Receipts and Shipments at Cleveland.

The cereals received and forwarded at Cleveland, O., during the last six months of 1907 and 1908, as reported by Munson A. Havens, Sec'y of the Chamber of Commerce, were as follows:

	Received.		Forwarded.	
	1908.	1907.	1908.	1907.
	bus.	bus.	bus.	bus.
Wheat	1,401,448	779,446	336,834	330,307
Corn	1,727,156	2,649,743	268,507	1,082,808
Oats	4,469,744	4,530,073	647,386	1,676,914
Barley	185,088	222,555	2,300	2,338
Rye	271
Flax	774,125	353,000

Receipts and Shipments at Cincinnati.

The receipts and shipments of grain and seed at Cincinnati for the last six months of 1908 and 1907, as reported by C. B. Murray, sec'y of the Chamber of Commerce, were as follows:

	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
	bus.	bus.	bus.	bus.
Barley	461,208	19,000	4,140	4,670
Corn	3,262,005	3,760,114	1,946,731	2,417,921
Oats	3,025,951	3,247,520	1,402,554	1,979,210
Rye	300,494	315,650	122,589	63,175
Wheat	2,743,568	1,679,835	2,622,072	1,347,550
	bags.	bags.	bags.	bags.
Clover seed	20,119	8,152	13,495	5,061
Timothy	39,704	35,356	14,162	12,617

New President Kansas City Board of Trade.

Frank G. Crowell, elected President of the Kansas City Board of Trade, for the year 1909, was born in Atchison, Kan., Feb. 2, 1869. His first active experience in the grain business was as Sec'y and Treas. of the Greenleaf-Baker Grain Co. in Atchison. He removed to Kansas City when this company was consolidated with Hall & Robinson, into the Hall-Baker Grain Co.

Pres. Crowell is now one of the busiest grain men on the Kansas City Board, for in addition to his presidential duties, which lately have been thrust upon him, he is Vice-Pres. and Sec'y of the Hall-Baker Grain Co., and Pres. of the Baker-Crowell Grain Co. The former is a well known exporting firm, and the latter owns and controls a line of elevators in Kan. and Neb.

Pres. Crowell, tho a native of Kansas, has crossed over the Missouri river into the land of "show me," and he is a great believer in the future of the city which is a clearing house for the bulging grain bins of the Kan. and Neb. farmers. He is an aggressive, successful, business man, and his administration will be a profitable one for the Kansas City Board of Trade.

Beans and dried peas amounting to 2,045,872 bus. were imported during the 11 months prior to Dec. 1, 1908; against 392,074 bus. during the 11 months prior to Dec. 1, 1907.



F. G. Crowell, Kansas City, Mo.
New President Board of Trade.

Annual Meeting Indiana Grain Dealers' Association

The Seventh Annual Convention of the Indiana Grain Dealers Ass'n was called to order by Pres. Goodrich at 11:05 A. M., Tuesday, Jan. 19, 1909, in the Assembly room of the Board of Trade Bldg., Indianapolis. About fifty were present when the meeting opened. The president called Vice-Pres. W. B. Foreman to the chair while he delivered his annual address as follows:

President's Address.

It is with pleasure I submit my report as your President for the past year. You will not find in it anything startling or recommendations out of the ordinary. The year has been a very quiet one in all branches of trade and especially so has this been true in the business in which we are all so vitally interested.

While the crops have been light, yet the aggregate of corn, wheat, oats and seeds handled has made this year about an average one. The wheat crop was one of the best in both yield and quality of any for the past decade and those who handled it as an article of merchandise, and not as a speculative commodity did a very profitable business, little or no trouble being experienced on account of grades—at practically all terminal markets, and most notable exception being as far as we have learned from our members, that of New York city. The complaints of this market were many and the criticism in some instances very severe.

As an example of the inspection in the different markets to which one Indiana firm shipped we give the following percentage, perfect grading being denoted by 100%, and using No. 2 Red Soft Winter Wheat as a basis, the following results were obtained: Grand Rapids, Mich., 100%; Toledo, Ohio, 100%; Baltimore, Md., 80%; Cincinnati, Ohio, 90%; Noblesville, Ind., 100%; Newport News, Va., 100%; Louisville, Ky., 100%; New York City, 60%.

From another Indiana shipper we get the following: Toledo, Ohio, 100%; Cincinnati, Ohio, 100%; Philadelphia, Pa., 100%; Baltimore, Md., 100%; Louisville, Ky., 100%; Atlanta, Ga., 100%; New York, N. Y., 62%.

From a 3rd Indiana shipper we have these figures, as to the percentage of wheat shipped by them, grading No. 2 Red: Chicago, Ill., 80%; Toledo, Ohio, 100%; Louisville, Ky., 90%; New York, N. Y., 60%.

The three firms cited are from different parts of our State, Louisville, Ky., Grand Rapids, Mich., Atlanta, Ga., and Noblesville, Ind., all being milling towns, the wheat going to these markets were sold direct to the mills. It will be noticed that New York falls far below all others. The only explanation I have heard offered is that the New York grain shippers are not as strict as No. 2 Red Wheat containing any perceptible amount of broken grains. In my opinion, the other five markets were nearer right than the one whose inspection was so rigid.

Were we operating under government inspection, no such a wide difference could have occurred as in Atlanta, Ga. and Cincinnati, Ohio, at least would have been operating under the same rules with the same interpretation of them. Rules for grading grain and uniform phraseology is all right in theory and undoubtedly desirable, but I do not believe they ever will be of a farthing's benefit to the grain shippers of our state until there is some governmental action compelling their use. Personally I have not that fear of political inspection that appears to worry those who now enjoy an inspection of their own creation. I would like to ask if our government is competent to inspect the beef, pork and mutton we eat, why it is not capable of inspecting the corn, wheat and oats consumed in the East and South, or forwarded to Europe and the Orient through our great seaboard markets? It does appear to me that the same power that stamps the meat we eat as being palatable and free from taint is capable of inspecting the corn and oats to be fed to horses, cattle, etc., in the consuming centers of our country.

Is it not fair to presume that Uncle Sam's O. K. on a cargo of corn would be just as valuable to that cargo as it is to the meats shipped from the packing centers of the country? The government in-

spection of meats has been worth millions to the producers, handlers and packers of meat of our country and I am firmly of the opinion that government inspection intelligently handled as it would be under Civil Service rules, would benefit all who now handled grain. The views just expressed are my own personal opinion and not binding on this Ass'n, neither do I ask it to endorse them.

Now I would suggest that inasmuch as the Grain Dealers National Ass'n has adopted uniform grades and under the leadership of our honored fellow member, Mr. A. E. Reynolds, are urging all markets in the country to adopt these rules and give them a fair trial, that this Ass'n recommend to its members that wherever practical to do so, they refuse to consign or to sell grain to any market that refuses to adopt the rules and put them into effect at the time fixed by the National Ass'n.

Our State Ass'n has on three separate occasions gone on record in no uncertain terms in favor of Fair Inspection and am very sure we should not recede from that position now, but I do believe we can afford to wait until the National Ass'n has exhausted her recourse to accomplish something along the lines they are now working on. Give the new rules a fair chance, then if the conditions are not changed, use our utmost endeavors to secure government inspection.

During the past year I have had little actual work to perform. We have had but three meetings of the Board of Managers, and I have been called on to attend but two district meetings, outside of the Municipal District, on those held at Ellettsburg, Wayne, where there was a good attendance and an aggravating case of scoop shoveling eliminated. In Oct. last, Secretary Dillen arranged a meeting for Plymouth and all neighboring dealers were invited. A good attendance was had and much interest shown with the result that a strong District Ass'n was formed. It was my privilege to attend this meeting and assist in its organization.

Legislation: Now that the State Legislature is in session, I have two recommendations I would like to make. First that a legislative committee of three or five be appointed to keep close touch with the assembly and look after our interests. In addition to these duties, I suggest that they be instructed to draft a bill amending the grain tester law, so that a grain buyer or miller can lawfully use a tester of any size he saw fit, so long as it is the Winchester Standard, and those tested with bushel, or fraction thereof. The law compelling the use of the half bushel is an unjust one and is evaded by fully half the millers and grain dealers of the state.

It is an indisputable fact that wheat tested in the half bushel has lost 10 lbs. and retested in quart tester will not test more than 57 to 57½ lbs. Could the state compel all to use the tester as prescribed by law, all would be well, but they cannot do that as the great bulk of our wheat goes out of the state and the party inspecting it is not amenable to our laws. Indeed, I doubt if there are ten millers in this State operating a mill of 150 bbls., or larger capacity that uses the half bushel measure in testing wheat.

I would also suggest that this committee, if possible secure the repeal of modification of the law fixing 68 lbs. as the bushel of ear corn, after the 1st of July. For the past ten years there has not been to exceed three years when this law was just to the shippers of grain. The law should be, I think, modified so as to conform to the bushel as fixed by the neighboring states. With a little effort on the part of our members, we feel sure above the law can be changed so as to be fair to every one.

We are here representing the greatest industry within our State, that of farming. The farmer pays the freight and any law that oppresses the grain buyer oppresses the farmers also, as in buying grain, all charges are totaled and whatever is left is paid to the farmer as his share in the transaction. We are asking for nothing but our own. We ask no special favors of law makers, railroads, or any one else. Give us a square deal and we will be found trying to make a living.

At our mid-summer meeting, our Secy., Mr. J. M. Brafford, who had so long and ably served this Ass'n, placed in my hands

his resignation. I was loath to accept it and insisted on his keeping his place until this meeting. This he consented to do and I thought the matter settled until the expiration of my term as President, at least, but in September last he again asked to be relieved on account of his private business needing his entire attention. I immediately called a meeting of the Board of Managers, and Mr. Brafford's resignation was accepted to take effect Oct. 1st, and Mr. M. T. Dillen was elected to fill the unexpired term. I would be ungrateful, indeed, if I did not in this public manner acknowledge the splendid services of both Mr. Brafford and Mr. Dillen in so ably performing the duties of the Secretary's office, and in addition doing a large share of the labor performed by the Executive. These gentlemen have served us faithfully and are entitled to the credit of any good accomplished.

It appears that regardless of all efforts to increase our membership it is now about as large as we can hope to make it. To keep an efficient Secretary it is necessary to pay him well. In the past we have not been able to pay as large a salary as the services rendered were worth, neither does it appear practicable to increase our annual dues, so we must practice every economy in the management of the State Ass'n in order that we may be able to employ a capable Secy. and demand all his time. I would recommend that we change Sec. 1 of Art. 11 of the by-laws to read as follows:

"This Ass'n shall pay the traveling and hotel expenses of the President and members of the Board of Managers when called in special session, but no expenses be paid for attending the regular meetings held at the same time that the State Ass'n's annual meetings of the State Ass'n are held. The Ass'n shall pay the traveling and hotel expenses of the Secretary when engaged in Ass'n work and attending the annual meetings of the Grain Dealers National Ass'n."

I am sure that we have more than enough members who will be glad to serve as our officers on these terms. We should be in a position to demand all time of our Sec'y and keep him in the field practically every working day of the year, strengthening old Ass'ns and organizing new ones. In our anxiety to increase our membership we must not forget that "In Union There is Strength," but no chain can be stronger than the weakest link in it. We should not accept any firm that has not a good reputation. No shipper should be admitted to or retained in our membership who plugs a car of grain or lays down on a contract when the market goes against him. Neither is this the place for a receiver who renders false returns either in weights or increased dockage on off-grade grain. Both practices are wrong, in fact they are as dishonest as the guilty parties broke into your elevator at the midnight hour and stole an equal amount of grain. If our Ass'n is to grow, and I am sure it is, it would be the policy of this Ass'n to promptly expel a member committing a wrong of this character, whether he be an obscure country shipper or a wealthy receiver.

I thank you individually for your kind consideration and co-operation during the past year and assuring you of my faith in the future of this Ass'n, it being the only organization that can or will look after your interests.

It was moved that the report of the President be adopted as read. Carried. J. M. Brafford then moved that the report be referred to a proper committee for consideration of the recommendations offered. Motion was carried and Pres. Goodrich referred the paper to the Resolution Committee to be appointed later.

Sec'y M. T. Dillen read his report as follows:

Secretary's Report.

Your Sec'y begs leave to submit the Seventh Annual Report of the Indiana Grain Dealers Ass'n for the year ending Dec. 1st, 1908.

Your Sec'y entered upon the duties of the office Oct. 1st, 1908, after qualifying as successor to J. M. Brafford, resigned, who transferred to him the property and funds of the Ass'n, including the sum of \$718.92, which amount was received and transferred to Bert A. Boyd, Treas.

The Ass'n, in completing its seventh year is to be congratulated on the increased membership and greater harmony among its members.

The membership of the Association is as follows: Shippers, 265; receivers, 29; spe-

cial of honorary members, 2; total, 296. Representing over a thousand elevators (Since Oct. 1st, 1908, two members have withdrawn.)

Local Meetings: Since assuming the duties of the office your Sec'y has made about twenty-five personal calls, on members, and was present at about twenty local meetings.

Mr. Brafford reports, while he was serving as Sec'y of the Ass'n from Jan. 1st to Oct. 1st, 1908, attending over 100 local meetings, and made over one hundred personal calls on members. We will also have Mr. Brafford's special report on his trip to Washington, in reference to Federal Inspection.

On Oct. 20th, with the assistance of Pres. Goodrich, we organized a new local, known as the Plymouth Ass'n, with a membership at present of fourteen, and interest still increasing.

Reorganized one Local Ass'n, that had about disbanded.

Since Oct. 1st, we have secured sixteen new members to our State Ass'n. We have seven locals, the majority of which are doing good work.

We find there is more harmony and more benefit to the shippers in the localities where the locals meet regularly, whether there is much grain moving or not; the different locals are the mainstays to keep up our State Ass'n. We hope you will all make an extra effort to attend all the meetings.

Arbitration: Since our last annual meeting there has been one arbitration case and one firm, a member of the Ass'n, suspended for refusing to arbitrate with another member of the Ass'n.

The condition of the trade over the state is in fairly good shape, considering the small amount of grain moving. The corn is of good quality, but short in quantity, and what there is the farmers are inclined to hold.

Of over 800 grain dealers in the state only about one-third are members, in good standing, of our State Ass'n, which is too small a per cent. We earnestly hope every member of the Ass'n will try and induce his neighbor to join us.

The financial part of the Sec'y's report has been omitted because identical with that of Treasurer Boyd. The financial portion of the report was referred to the Auditing Comite.

Ex-Sec'y Brafford was asked to report concerning his trip to Washington last Fall when he appeared before a Senate Comite taking testimony upon the subject of Federal Inspection of grain.

J. M. Brafford: I was appointed as a delegate to go to Washington to appear before the Senate Comite. C. E. Bash was supposed to go with me, but he was

unable to go so I went alone. I found several Western shippers had been there and had testified in favor of Federal Inspection, while several Eastern Receivers and Exporters had testified against it. That is about all there is to say.

Treas. B. A. Boyd reported as follows:

Treasurer's Report.

Report of Receipts and Disbursements by the Treas. of the Indiana Grain Dealers Ass'n for the year ending Dec. 31, 1908.

Cash on hand Jan. 1st, 1908, \$31.54; receipts during the year, \$3,967.52; total, \$3,999.06.

DISBURSEMENTS: Warrants Nos. 644 to 804 inclusive, paid during year, \$3,881.78; balance on hand Dec. 31st, 1908, \$117.28, 1909.

Jan. 1st to balance on hand, \$117.28; Jan. 18th, deposits to date, \$308.50; total, \$425.78.

Disbursements since Jan. 1st, 1909, \$56.25. Leaving actual balance cash in hands of Treas. at close of business Jan. 18, 1909, \$867.53.

Respectfully submitted,
(Signed by) Bert A. Boyd,
Treasurer.

His report was accepted as read and referred to Auditing Comite together with Bank book, to show, as he put it, that he actually had a cash balance on hand.

Chairman C. B. Riley read an able address upon "Passing of ownership and charging interest on drafts drawn on grain."

Charging Interest on Grain.

The principle question with which we are expected to deal is, when does the legal title to grain pass under the different forms of contracts in use among the buyers and sellers of track grain?

Upon an examination of many bids, that constitute the basis of contracts, we find a great diversity in the phraseology, but when properly analyzed and construed they differ but little in their effect.

Sales of grain f. o. b. sellers' track, subject to inspection and weights in terminal markets or in cities named in the contracts or bids, leave the burden upon the seller to have same inspected and weighed in such markets or cities, and until that has been accomplished, the legal title remains in him, as his contract cannot be fully executed until such inspection and weighing has been accomplished. One authority on that subject says, "that where anything remains to be done to the goods for the purpose of ascertaining the value, as by weighing, measuring or testing the goods, etc., the performance of that thing is a condition precedent to the transfer of the title of property, thus stating the rule, not

as one of presumption, but as an absolute rule."

The risk of loss attaches to the ownership of the goods as a general rule, and unless otherwise agreed it remains at the sellers' risk until the property is transferred to the buyer, so that if it is destroyed or injured before the transfer is complete the seller cannot recover from the buyer.

Altho property does not pass until the character and quality of the goods have been ascertained, it does not necessarily follow that because they have been ascertained the property unconditionally passes. The transfer of the property in such cases depends on the intention of the parties, and it is not only necessary that quality, etc., be ascertained, but also necessary that it be appropriated to the contract with the intention of passing the property. Such an appropriation in order to pass the property can take place only by the assent of both parties, but such assent may be implied as well as expressed.

The commonest form of appropriation, by the act of the seller, is the delivery of the goods to a carrier as agent for the buyer for transmission to him; however, this right to make the appropriation springs from the authority to deliver to the carrier as agent for the buyer, which authority must either be expressed in the contract or implied from the course of trade.

If the seller is to deliver the goods to the buyer at the place of destination, unless a different intention appears, delivery to the carrier is not delivery to it as agent of the buyer, but as agent of the seller and hence does not pass the property. This rule applied to both f. o. b. and delivery sales, provided, the f. o. b. sales require inspection, weighing or other things to be performed at destination as conditions precedent to the delivery and appropriation.

When goods are shipped, and by the bill of lading the same are deliverable to the order of the seller, or of his agent, prima facie, the seller reserves the property in the goods. The fact that the seller takes the bill of lading to his own order is almost decisive as to his intention to reserve the property or title.

If by the bill of lading the goods are deliverable to the order of the buyer or his agent, prima facie the property passes, but even in this case, if the seller retains the possession of the bill of lading, he might have the right to possession of the goods, as against the buyer. If, however, the goods are deliverable to the buyer, and not his order, a somewhat different question is presented. Under such conditions the carrier would be justified in delivering the goods to the consignee without requiring the production of the bill of lading.

When the seller takes a bill of lading to his own order, he thereby reserves the property in the goods as previously stated, and the buyer acquires no interest in them, notwithstanding their appropriation to the contract. However, a different situation



Dealers in Attendance at Annual Meeting, Indiana Grain Dealers Ass'n., Indianapolis, Jan. 19, 1909.

arises if the seller deals with the bill of lading only to secure the price, and not with the intention of reserving the right of withdrawing the goods from the contract, as when he sends the bill of lading together with a price, or bill of exchange drawn on the buyer for the price, to an agent with instructions to deliver the bill of lading on acceptance or payment of the draft or bill of exchange. In such case the property does not pass to the buyer until acceptance or payment of the draft or tender of price, but upon such acceptance or payment the property will vest in the buyer. The seller thus retains the legal title to the goods only as security, the equitable title vesting in the buyer, the seller's right over the goods being in the nature of a mortgage.

Most frequently when the seller wishes to secure the price, he draws on the buyer for the amount and obtains a discount of the draft from his banker, to whom he delivers it with the indorsed bill of lading attached. Under these circumstances the banker acquires a special property in the goods to secure his advances and the property does not pass to the buyer until acceptance or payment of the bill or tender of the price.

In some cases it has been held that a banker who purchases a draft with the bill of lading attached assumes the obligation of the seller to deliver according to the contract, the goods represented by the bill of lading, but it is believed and has recently been held that this doctrine is erroneous. On principle the assignee of the bill of lading and the draft takes the title of the seller only as security, and acquires substantially, the rights of a mortgagee, his interest being discharged by payment of the debt, he becomes subject to no liability to the buyer which he does not expressly assume.

When the buyer of goods is, or becomes insolvent, the unpaid seller who has parted with the possession of the goods has the right of stopping them in transit, that is to say, he may resume possession of the goods at any time while they are in transit, and he will then become entitled to the same rights in regard to the goods as he would if he had not parted with the possession. This right of stoppage in transit may be exercised by an agent of the seller to whom the bill of lading has been indorsed, or a consignee or agent who has himself paid, or is directly responsible for the price or any other person who is in the position of a seller.

There is another class of contracts that is in use in some localities, particularly with buyers who cultivate what is known as the "Interior Trade." Such contracts are based on the seller's bill of lading, weights and grades guaranteed.

Proceeding on the theory that the guarantee is a collateral contract and finding some authority for such conclusions, we quote therefrom as follows: "When specific goods have been sold with a warranty, the buyer cannot reject them, but may obtain compensation by way of deduction from the price (if same is still in his hands), or by an independent or cross action."

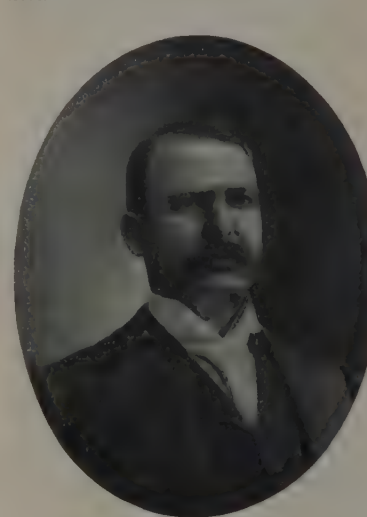
When by the nature of the transaction the guarantee is a collateral contract it falls under the provisions of this rule and the title passes from seller to buyer immediately upon the delivery of the goods to and acceptance by the carrier, who is then the agent of the buyer and not the agent of the seller. Loss or damage in transit or failure to deliver falls to the buyer to ascertain and settle with the carrier or other party responsible for such delinquency or loss since the seller performed his part of the contract by placing the goods in possession of the carrier in proper form and condition for transportation.

If the goods fail to arrive in quantity or condition warranted, the buyer is charged with the duty of ascertaining the facts and establishing the further fact that he and his agent, the carrier and those that follow them are not at fault, after it is found that no fault attaches to the carrier, the buyer or others for any reason, the buyer then has a right to proceed against the seller on account of his guarantee. This he can do by deducting the correct amount in a proper manner and under proper conditions from the proceeds of the transaction yet in his hands, or by an independent action for breach of warranty. Pending all this the legal title is in the buyer.

Proper trade rules now in force in different markets when referred to and made a part of the contracts between buyer and seller may remove many of the legal features that would otherwise govern transactions, but not always such as relate to the passage of the legal title.

Believing it within the province of this

paper to suggest the importance of the universal adoption of proper trade rules covering the numerous phases of this subject, we urge the accomplishment of such purpose at the earliest possible date, and that the same provide for the question of interest and when it shall begin on account of advances made on purchases, or consignments. In the absence of such rules, the same must be governed by contract or by the question of the legal title. Some markets have already settled, by rules, the question of interest, likewise the question of the passage of title, insofar as it affects transactions in such markets, other markets have provided for one and not the other, and perhaps others have provided for neither. So there must of necessity be much confusion and some serious complications growing out of existing conditions, and lack of uniformity of rules and practices.



Vice-Pres. J. M. Brafford.

Insurance: We may be permitted to incorporate in this paper some suggestions obtained from one of our conservative insurance men, who has given the matter much thought, and, being especially familiar with grain insurance contracts, I feel certain you will be interested in that subject as outlined by Mr. C. A. McCotter:

"Fire insurance does not, as commonly supposed, insure specific property. It is an agreement to indemnify the assured, under the policy, for a financial loss from fire, sustained by the property described, and in the location prescribed. The liability of the insurance company is based upon the question of ownership and insurable interest in the property insured.

"This question of insuring only a certain interest or ownership, is so definite that any change therein, without knowledge and consent of the insurance company, voids the policy. For instance, in copartnership the sale of an interest by one partner to a third party or even to the remaining partner or partners, technically voids the entire insurance. Hence, it is very necessary, in a sale of grain, to know when the title passes according to law and the conditions of the insurance contract.

"An insurance policy issued to John Doe reciting that it is insuring grain in a certain elevator, covers only the grain owned by John Doe in the elevator described and does not cover grain outside the elevator in cars or otherwise stored. Such a policy does not even protect grain stored by farmers in the elevator, nor grain sold but not delivered.

"A proper policy protects John Doe 'On grain, in a designated place, his own or held in storage or sold but not delivered,' for which he may be liable, and in cars, within certain limits prescribed in the policy. While the policy can be made to fully protect John Doe from any loss that could be held against him, it is necessary that he have an insurable interest, and that the loss belongs to the insurance company and not to some one else.

"Unless the railroads can by contract, in leases, bills of lading, etc., limit their liability for losses as common carriers, they

are liable to some one from the time the shipment is accepted by their agent, and this assumption of liability is complete whether the billing is to the consignee, his order, or his order notify or to a consignee, or whether the B/L has been indorsed to a second or third party or not.

"The liability of the insurance company ceases with the acceptance of the shipment by the carrier, which is usually concluded by the issue of the bill of lading.

"The liability of the insurance company also ceases when the grain is transferred from the place of storage, designated in the policy, to cars for shipment or other purposes, unless the policy states that it covers same in cars. If it covers the grain in cars, then it ceases when the title passes from the assured to the purchaser or when the liability for loss is transferred to and assumed by the railroad.

"For the sake of a full protection from a fire loss by the assured it would seem necessary that the legal conditions of the policy, the actual ownership and legal interest in the grain be fully understood. What might be a custom in the grain trade as to passage of title or interests, does not necessarily fix the legal status of the parties to a fire insurance contract."

His report elicited the commendation of the president and was accepted as read.

Comites were appointed as follows:

RESOLUTIONS: C. B. Riley, A. B. Cohee, Robt. Bell, Thos. Ryan, Jas. Wellington.

NOMINATIONS: E. E. Elliott; Chas. Patten, J. W. Witt, Maurice Niezer, J. R. Guild.

AUDITING: Fred Kennedy, R. A. Kuhn, A. F. Files.

Meeting adjourned to 1:30 P. M.

Tuesday Afternoon Session.

The afternoon session of the Indiana Grain Dealers Ass'n was called to order by Pres. Goodrich at 1:50 P. M. In a short eulogy upon Pres. A. E. Reynolds of the Grain Dealers National Ass'n he referred to him as a man of national importance and then introduced him as prepared to speak upon the subject "What the National Ass'n is doing for the country shipper." Pres. Reynolds spoke in part as follows:

National Association and Country Shipper.

I feel very much at home among Indiana Grain Dealers. I am acquainted with several other ass'ns, but I feel safe in saying you have the best grain dealers ass'n in the United States, and your support of the National Ass'n is one of the prime factors in its success.

The subject for me to discuss is to say what the National Ass'n is doing for the country shipper. The National Ass'n bears the same relation to the country shipper that Congress does to the voter. The shipper cannot give his attention to all matters of importance which need it, therefore we must have local ass'ns. Local ass'ns are the foundation, the stepping stone to the state ass'n, which is an amalgamation of local ass'ns.

The National Ass'n is a combination of the state ass'ns with other interests. The work of the shipper stops as soon as he loads the grain to the cars and state work then begins. When that grain is shipped outside the state it becomes a part of our interstate commerce, and becomes amenable to the rules of the National Ass'n. The Grain Dealers National Ass'n knows no state lines.

Let us consider the advantages of a National Ass'n. How little it costs. If you are a member of this state ass'n \$1.00 will give you all the rights and privileges of the National Ass'n, just the same as if you had paid the full fee of \$15.00.

The present B/L which we have is not perfect, and yet it is a thousand times better than the one first proposed by the railroads. The new Uniform B/L is the outcome of the fight by the National Ass'n with the railroads.

We have the unifying of Trade Rules. When the National Ass'n was founded the grain trade was like a ship without a rudder with no port of safety. Uniform trade rules have cleared away the trouble.

The dissemination of information to the country shipper is of inestimable value. The Ass'n has an official who is paid to gather and disseminate information, and last year he sent out 185,000 pieces of mail for the National Ass'n.

Federal Inspection and Uniform Grading of grain. Federal inspection for the movement is tabooed. We must blow the horn of Uniform Grading. This is the greatest step forward the grain men of this country can take. Uniform Grading of grain has been talked threadbare, but we have come to the solid fabric of facts, and the time has come to urge it all along the line. I don't care whether you have Federal Inspection or not, but under the present rules it would be a failure. The grades which were adopted at St. Louis are not perfect, but they are a stepping stone, and I urge their adoption by the different markets as they were made at St. Louis. I do not want to see them changed now one jot or tittle.

Some Exchanges have proposed to adopt them with amendments. I would rather they would not adopt them at all. N. Y. says no. Someone else says no. A few years ago all you heard was climatic conditions; but that became so absurd you don't hear anything of it now. There was nothing to it, but it was used as a subterfuge. We believe the Uniform Rules as they now stand is the best system ever devised in any country for grain grading.

These are only a few of the things you have at your command. In Arbitration you may take your trouble before a tribunal which will only cost you \$10. I had rather take a case before it than before the Supreme Court of the U. S. The Arbitration Comite is composed of wide awake, honest, upright men who want to do the square thing. If you had a case for decision you couldn't find an experienced grain man for a judge, and you get it all done for \$10.

Gentlemen, I bring greetings from the National Ass'n, we invite you to our meetings, and trust you will avail yourselves of its facilities for settling controversies.

At the close of Mr. Reynolds' address, which was heartily cheered, Maurice Niezer, Pres. of the National Hay Ass'n, was introduced, and in a short speech said: "I am pleased to stand before this audience of grain men which I deem endowed with high intelligence. I know you men engaged in business are making a success of it, and successful business men make good citizens. If you want to make a success of the grain business you must keep busy, and it's the same way in organization work. In Union there is strength. I hope this grain Ass'n will gain renewed strength in this meeting such as is due you. Gentlemen, I thank you."

Reports from the various local ass'ns were called for. S. C. Herman gave an interesting report from the Eastern Ind. Ass'n.

E. E. Elliott reported for the Central Indiana Ass'n.

Wm. Frank and Thos. Ryan had a few words to say about the trouble the Frankfort Ass'n was having with scoop shovelers.

R. A. Kuhn reported for the Plymouth local, the last one to be organized in Indiana. It is in flourishing shape.

W. B. Foresman was called upon to report for the LaFayette local, but he plead ignorance of actual conditions, and Bennett Taylor reported a very satisfactory condition of affairs near LaFayette.

The Shelbyville report was asked for several times, but Fred Kennedy, who had it in his pocket, could not be found.

T. A. Morrison: I don't want to start anything, but I would like to know what basis for bidding they have at LaFayette. I want to know.

J. W. Witt: We haven't any basis for bidding except at the market. We dealers aim to make only a legitimate profit. That is governed sometimes by local conditions, and other times by something else.

T. A. Morrison: I don't want to start anything (cries of "Sit down then") but I understand the trouble at Fort Wayne

is with the scoop shovelers. Now we know scooping is not a legitimate business; but there's no use denying it's piratical and I don't think this Ass'n ought to permit its members to scoop. I think they should be expelled from the Ass'n. I want to see Mr. Witt at the close of this meeting.

J. W. Witt: I'll be here.

Pres. Goodrich next introduced H. E. Kinney, whom he said needed no introduction. Mr. Kinney's address on "Objection to the New Uniform B/L from the Grain Dealers Standpoint" follows:

Objections to Uniform B/L.

The document seems to be open to a new construction by every railroad attorney or freight official, and the Interstate Commission has not interpreted it and will not likely do so until specific cases are brot out.



Sec'y M. T. Dillen.

Mr. Daish very ably defines this objection to dividing the bill into sections as follows: "The reason for this objection is that in the interpretation of such a document as the B/L the entire document must be considered; if the document be divided into sections the relation which each section bears to the other must of necessity be different than the relation which would subsist between numbered conditions. The usual rules of interpretation bear out this statement. If sections be used, there must be a break in the interpretation, for, before the entire document should be interpreted as a whole, there must fall within the rules of interpretation usually stated, the fact that the section must be first interpreted; in other words, the relation which sections bear to each other is not as close as the relation which conditions bear to each other."

The uncertainty of what may be expected from railroad officials' interpretation before and after, is the fact that the great railroad lawyers informed us at the Interstate Commerce hearing in 1907, that the provision in the paragraph covering the order feature would in no way interfere with regularly established Inspection Boards.

Now the traffic officials come forward with an entirely new version and claim there is no inspection authorized by law from their point of view and nullify that provision entirely.

The clause covering notice to consignees is as follows: "For loss, damage or delay caused by fire occurring after 48 hours (exclusive of legal holidays) after notice of the arrival of property at destination or at point of export (if intended for export), has been duly sent or given," etc.

"Duly sent" means nothing unless the method is properly defined and that established in a reliable way so as to guarantee the consignee against neglect or loss of such notices by messengers of the carriers who usually handle such matters. We

think the burden should be on the carrier to show such notice had actually been given before it is so relieved.

The carrier should be liable for loss, damage or delay in the transportation of property when, as often occurs in the shipment of grain, the tariffs specifically provide that grain consigned to certain markets may be held at certain junction points, or is to be stopped at certain weighing or inspection stations. Such "stoppages" are customs of the trade, often in such instances there is a "stoppage" charge, and we think where the tariff so provides for stopping the shipment the carrier should assume the duties and obligations of carrier at such time and not that of warehouseman.

The words "reasonable despatch" are ambiguous in Section 3. They really mean nothing when grain shipments are involved.

Grain being in a way perishable, demands a more definite provision. What might be entirely reasonable for pig iron, would not meet the grain shipper's needs, and I am sure a required movement of one hundred miles per day would not be unreasonable.

The measure of damage when loss occurs, in the second paragraph of this section, we object to. The measure should be the actual value at the time the loss is discovered, together with such consequential damages as arise from failure to meet contracts by reason of such damage. Grain moving might be against old contracts, and the loss to the shipper would be exactly what it cost to replace the property, and he should be entitled to recover accordingly. This would be fair to all and would avoid complications where shipments are consigned for sale on arrival or at future time. "The basis of invoice" could not obtain on such consignments.

All claims for loss or damage are required to be made in writing to the carrier at the point of delivery or at the point of origin within four months after delivery or four months after a reasonable time for delivery. This leaves a wide opportunity for disagreement. "Reasonable despatch" and "reasonable time after delivery should have been made" offer a great opening for discussion.

The most unreasonable and unjust clause to my mind in the whole bill is this: "Unless claims are so made, the carrier shall not be liable. Such a provision as it appears in the document would serve the purpose of a statute of limitation and if by accident or mishap a day or so beyond the time stipulated elapses such fact might in any jurisdiction be successfully pleaded as a complete bar to an action brot for the loss of or damage to the property. We are sure this provision conflicts with the Interstate Commerce Law, which provides:

"That any common carrier, railroad or transportation company receiving property for transportation from a point in one State to a point in another State, shall issue a receipt or bill of lading therefor and shall be liable to the lawful holder thereof for any loss, damage or injury to such property caused by any common carrier, railroad or transportation company to which such property may be delivered, or over whose line or lines such property may pass, and no contracts, receipt, rule, or regulation shall exempt such common carrier, railroad or transportation company from the liability hereby imposed."

Section 4 provides that all property be subject to necessary coopeage and baling, at owner's cost. In view of what has happened regarding inspection, we may yet be confronted with "car coopeage" as a cost to the grain owner. Such an emergency has been discussed on different occasions.

Natural shrinkage or discrepancies in elevator weights I have left the last, and dwell upon it more than the others, as I think it deserves careful thot. This clause is at variance with the provision of law before quoted, and carrying as it does now the sanction of the Interstate Commerce Commission, may not be lightly dismissed.

The freight clause, covering the loss, under this clause are now writing to claimants as follows: "Under recent instructions from the Trunk Line Ass'n we are not permitted to allow any claim for loss of grain unless it is proved that the loss occurred in carrier's possession, account of being transferred or defective sea, etc."

Here is no provision whatever for the chief causes of shortage, viz., improperly coopeared and leaky cars which may be crippled and patched up en route without transfer, and therefore as they claim without liability.

"Natural shrinkage" covers a multitude of sins which the receiver of grain is obliged to shoulder. It might be more appropriately termed "ordinary leakage," since the percentage of shrinkage of merchantable grain is exceedingly slight, as

may be shown by the outturn of lake vessels, canal boats and harbor lighters engaged in grain carrying; indeed it is more than probable that three-fourths of the $\frac{1}{4}$ of 1 per cent, which has come to be claimed by the carriers as a full allowance for so-called "natural shrinkage," represents actual leakage and loss in handling.

Discrepancies in elevator weights: This expression may mean, and can be construed to mean, differences in elevator weights as taken at the point of shipment and point of arrival, which would simply release the carrier from liability for any shortage whatever. When it is borne in mind that the carrier seals and unseals the cars, and unless he chooses to delegate it, the entire matter of weights is under his control, the equity of releasing the carrier from liability for correctness of said weights does not appear, and such release will naturally work to the making of excessive shortages because a greater proportion of the shortages suffered by the grain trade are undoubtedly due to leaky cars—cars not properly coopered for carrying grain.

In the past year the economies of the railroads in this particular are a readily noticeable and natural effect in increasing the shortages throughout the entire grain territory. It is a matter of natural inference that the railroads, being released from liability, will probably relieve themselves from the expense of careful cooping and that leakage losses will become more excessive.

Actual short shipments at the original shipping point: The matter of weights here, as elsewhere, is in the hands of the railroads unless they choose to delegate it to others, in which case the carrier is sufficiently satisfied of the correctness of the weights to seal the car and issue a bill of lading against the contents, which bill of lading becomes a negotiable instrument against which drafts are made and money loaned. If the carrier is to be allowed to escape all liability by merely claiming that the seals were intact and no cause for loss en route is apparent, is not this tantamount to allowing the carrier to change the value of a negotiable instrument after its execution, and would it not put a premium on short shipments, through carelessness or otherwise, and prejudice the value of rail grain bills of lading as collateral?

The receiver of grain must accept at its face value a bill of lading issued by a common carrier, and in so doing must rely, and does rely, upon its integrity based upon the requirements of the Interstate Commerce Act, in its application to the keeping of true records.

It was moved that Mr. Kinney's speech be placed on file.

Pres. Goodrich offered the floor to Sec'y Courcier of the Grain Dealers National Ass'n and in an able manner the Sec'y made clear a few salient points about National Ass'n work. He said:

I want to call your attention to two or three matters instituted by country shippers. There has gone abroad an impression that the National Ass'n is composed of and run in the interests of terminal dealers. There never could have been a more erroneous impression for the principal work of the Ass'n is in behalf of country shippers. But you must remember you cannot draw the line too closely between buyer and seller because very often the buyer in the terminal market becomes a seller, and the purchaser of grain at the seaboard becomes both buyer and seller.

Upon the 3'd day of Oct., 1902, the Grain Dealers Nat'l Ass'n adopted a set of trade rules; they were amended Oct. 8, 1903; revised Jan. 1, 1906, and have not been changed since that time. They have been adopted by many state ass'ns. The last Comite on Trade Rules instructed the Sec'y to print the rules. Some were framed by grain dealers and sent out to their customers. We have them for framing or in the leaflet or vest pocket form, and will be glad to furnish them to any state ass'n in any quantity needed, express or postage paid.

We have the confirmation blank adopted at the Cincinnati meeting and we have not heard a single objection, we have not been able to explain away. I think when

the day comes that every dealer will transact his business according to the Trade Rules, and confirm his sales with our Confirmation Blank, and sell his grain under the provisions of Uniform Grading of grain, and submit trade differences to an Arbitration Board composed of our own fellows that 90% of the troubles will be taken care of.

E. H. Culver: There is one thing about this Uniform B/L which I want to speak. The provision with reference to inspection has to be complied with according to a ruling made by Chairman Knapp of the Interstate Commerce Com'n. You must mark your Bs/L "Inspection allowed."

I have with me a sample of wheat now coming out of the bins of the farmers in Ind. The grain we have been getting for the last two months is full of weevil, cut worms, and musty. It is mow-burnt.

The total percentage of contract wheat shipped from Ind. to Toledo last year was 80.9%; 3 Red 1.8%; 4 Red 1.6%; Sample 15.7%.

Sixty-three per cent of the corn shipped from Indiana to Toledo last year was contract; no No. 3; 4 corn 24.5%; Sample 12.5%.

Seventy-two per cent of the oats graded contract; 3 white 13.7%; 4 white 6.8%; sample 8.4%.

Seventy-nine per cent of the rye was contract; 3 rye 3%; 4 rye 5.5%; sample 12%. The large percentage of sample wheat has all come out within the last two months.

A. F. Files: I would like to know if there is such a thing as "legal inspection."

E. H. Culver: Inspection in Ohio is legal so far as the state is concerned. The Ohio state law says all grain, seeds, feeds, etc., shall be inspected. We can't open a car or break a car seal without the permission of the shipper without becoming liable.

E. E. Elliott: If we ship grain to Toledo and do not mark it "inspection allowed" and something should happen to the grain would the receiver have to stand for it?

E. H. Culver: No; you must put it on B/L.

E. E. Elliott: I have received several letters stating that if I would write to receiver giving general instructions to inspect cars that it would hold.

E. H. Culver: I don't think it would cut any figure. You must stamp "inspection allowed" on B/L.

H. E. Kinney: For the information of the gentleman I would say, that the rule covering inspection varies in different markets. In this market if the shipper writes letter giving receiver instructions on each separate car, it can be opened and inspected. There can be no blanket instructions; otherwise the railroads will not permit inspection of grain.

J. A. A. Geidel: I will say for the benefit of shippers to Pittsburg that the Pa. R. R. has advised that if shippers send written orders straight to members of Exchange they will recognize blanket instructions. Our Exchange has been sending out return postal cards asking for shipments upon this basis. The answers will be deposited with Gen'l Freight Agt.

E. H. Culver: Chairman Knapp was very plain in his statement in asserting that the inspection clause had to be obeyed.

Pres. Goodrich: It looks like the provision is plain and only a common sense proposition to write it on the B/L until it is changed or we get a new one.

Elmer Hutchinson: Who pays the damage if we put it on B/L and the R. R. agt. fails to place it on way bill?

Pres. Goodrich: The railroad.

H. E. Kinney: The wording of the new B/L was considered by the Interstate Commerce Com'n and upon the advice of the best legal authority was changed from positive to negative so you could control inspection.

The discussion upon the subject introduced by Mr. Kinney in his excellent paper was closed, and the meeting stood adjourned to meet Wed. morning at 10.

Wednesday Morning Session.

The Wed. morning session of the Ind. Grain Dealers Ass'n was called to order by Pres. Goodrich at 10:40. Fred Kennedy was called upon to make his report for the local Shelbyville Ass'n which he had failed to make in the regular order of business Tuesday. Mr. Kennedy reported the ass'n getting along as well as could be expected. "There has been a great demand for ear corn in our section, and consequently we have had a number of scoopers to deal with."

A letter from John Dennis, Baltimore, was read, in which Mr. Dennis stated that the legal council employed by the Baltimore Chamber of Commerce had forbid any member of that Board discussing the question of Scaleage and Dockage until the Interstate Commerce Commission had rendered its decision, which involves the Baltimore Chamber of Commerce. Mr. Dennis was to have discussed the subject, "Resolved, That this Ass'n is opposed to Scaleage or Dockage as Practiced by Railroad Terminal Receivers."

M. L. Conley: I believe we ought to advise Mr. Dennis that that subject is none of our business. All we ask is that Baltimore receivers pay us for what grain is shipped.

Pres. Goodrich: Draw up a resolution to that effect.

The report of the Auditing Comite was called for and Chairman Kennedy read a statement, signed by the three members of the comite in which they declared the books of the Sec'y and Treas. were found to be correct. The report was accepted as read.

Chairman Riley, of the Comite on Resolutions made the following report:

Resolution Committee Report.

Your committee on resolutions desires to report that it has considered all matters presented to it, and especially the reports of the officers presented at this session.

We commend to favorable consideration the report of the President upon the matter of the investigation of grades and the relative per cents thereof that obtained in the different markets, believing the same worthy of further investigation and consideration by the officers of this ass'n, to the end that the entire membership may know and fully understand the methods of each market and the basis for the inducements to sellers to patronize such markets.

We endorse and commend the President's remarks and recommendations upon the subject of Federal inspection of grain, and uniform grades adopted by the Grain Dealers National Ass'n, also the untiring labors of the President of the Grain Dealers National Ass'n in urging the adoption of the uniform grades by all the markets of the country.

We recommend to the Grain Dealers National Ass'n and its members a more friendly attitude toward proper legislation by Congress, lest such may be accomplished without the benefit of their skill and experience, so important to a comprehensive system of supervision that should bear the impress of their honest and unselfish devotion to a cause that embraces the interests of the entire grain and agricultural classes of this country.

We endorse the recommendations of the President in the matter of the payment of traveling and hotel expenses of the Presi-

dent and members of the Board of Managers, and recommend that the same be allowed and paid only when attending special meetings upon proper call.

We endorse the recommendations of the President upon the subject of legislation on the questions of the weight of ear corn, and the size and kind of grain testers for use in the inspection and testing of grain, to the end that the same kind of a tester may be used by inspectors of wagon grain that is permitted in car load inspection.

We extend the thanks of the ass'n to the officers for their faithful and able services during the past year and for their comprehensive and valuable papers and reports.

We also extend the thanks of the ass'n to the various gentlemen who have contributed to the success of this meeting by papers, addresses, etc.

We express our grateful appreciation of the favor extended by the management of the new Board of Trade in granting us the use of the Assembly Hall for this meeting.

J. M. Brafford: I believe that part of the report which refers to proper legislation by Congress should have our consideration. We have been having a little trouble among ourselves regarding National Inspection, but it is up to us to do something as the National Ass'n is fighting the principle. We should do a little fighting ourselves. Senator McCumber has introduced a farmers bill, and the first thing we know it will be passed, for there is going to be some sort of legislation. We let the B/L go by default and we got a Bankers and R. R.'s B/L. Let's do something about Inspection before it is too late.

Sec'y Courcier: The Grain Dealers National Ass'n has always held that the grain dealers themselves ought to be able to determine whether or not they are capable of handling their own inspection. If the grain dealers are compelled to throw up their hands and say they can't do it, then let some one else take charge of it. I have an abiding faith in the ability of the grain dealers to solve their own problems and take care of family troubles. We believe as a last resort the Govt. should take charge of Inspection, and we would blame it if it allowed the sore to exist and continue the same policy which the dealers have themselves denounced. I do not believe the grain dealers are in a position to enter into a conference with any marked degree of intelligence. They have been working hard to arrive at a basis for grading grain. They have been trying to formulate Uniform rules. If the grain dealers themselves are unable to arrive at a conclusion what hope have you to do it in a joint conference with legislators at Washington?

E. K. Sowash: What will we do if they pass that bill? We don't know what it contains.

Sec'y Courcier: At a conference in Washington last March 33 grain dealers were present and they adopted this Resolution asking Congress to appoint a com'm'n to investigate the grain trade. [Sec'y Courcier then read Resolution which was printed in Journal Mar. 25.] We firmly believe the grain trade is clear, that its profits are distressingly small. I know I can say without fear of contradiction that nearly all grain dealers would be glad to sign a contract for life to handle his capacity for $\frac{1}{2}$ c net guaranteed profit. I know the dealers in the terminal markets will do it.

Pres. Goodrich: I want to say I will not recognize any speaker on this subject twice unless they are a member of the Resolutions Comite and wish to close the debate. Over 90% of the dealers in the state of Indiana have signified that they are in favor of Federal Inspection of grain by postal card, and they have voted in favor of Federal Inspection. With only a hand full of dealers here we

should not stultify ourselves by voting against the Resolution. I would like to see it adopted.

Sec'y Courcier: I would like to explain to the dealers here that I speak only as their paid representative and I do not wish to be understood as endeavoring to start a controversy. I hope the resolution is adopted.

C. B. Riley: At this time it is not a question of the merits or demerits of Federal Inspection, but what can we do to influence legislation which is sure to take place.

By a viva voce vote the report of the Resolution Comite was adopted as read.

Geo. C. Wood: I wish to introduce a resolution:

New York Inspection Arraigned.

Whereas, the quality of the 1908 wheat crop of Indiana was the best ever raised in its history, and,

Whereas, this wheat in practically every Winter wheat market in the U. S. graded No. 2 in the following markets grading absolutely perfect—viz., Grand Rapids, Toledo, Noblesville, Newport News, Philadelphia and Atlanta, and in the following markets only a few cars misgrading, viz., Chicago, Louisville, Baltimore, and,

Whereas, only about 60% of this same wheat shipped at the same time and under similar conditions graded No. 2 in New York,

Therefore, Be it Resolved, that the Indiana Grain Dealers Ass'n regard New York inspection referred to so absolutely unfair as to amount to positive dishonesty.

That puts it pretty strong, gentlemen, but I believe the facts warrant the language.

J. M. Brafford: I believe we ought to soften the latter part a little. We might say, "misleading and deceiving." The trouble is N. Y. has bid $1\frac{1}{2}$ c to 2c over the other markets, and the country dealers have shipped to that market and have paid the farmer too high. N. Y. says the dealer got more for the wheat than they could get any place else for the price more than equaled the cut. The farmers got the money and the dealers lost money. It was premeditated murder. Call a man a thief if you wish but do it more diplomatically.

J. W. Witt: I think Brafford's argument is convincing that the resolution is alright as it stands. He says they were not only dishonest but that it was premeditated.

Pres. Goodrich: I don't like to jump on a man when he is not here. I notified L. A. Morey the subject would be discussed, and he promised to have some one here to defend the market but he failed to do so. I don't like to fight a market 700 miles away.

O. J. Thompson: I move that the resolution be referred to Resolution Comite to be reported upon in 5 minutes. Motion carried.

C. F. Ballard of Louisville was called for. He said: It is a pleasure to be here. Within the last two weeks we have been getting bin burnt wheat and I would suggest that shippers to our market keep a sample of every shipment, and we will take one of every one we receive and in case there is a difference it can be referred to a comite for arbitration.

Dave Anderson: Dr. Wiley got after us for mixing different grades of flour together and labeling it one thing, and I think he should do the same with grain dealers who mix grain.

The resolution comite reported the following amendment for last paragraf to resolution offered by Geo. C. Wood:

Amendment.

"Absolutely unfair and unwarranted, thus entailing an unjust burden on the dealers who patronize that market."

Resolution and amendment were adopted as read.

Pres. Goodrich: I notice the Resolution Comite did not take action on one recommendation I made in regard to the appointment of a Legislative Comite. I believe this should be done as I have just learned that a bill was introduced either in the House or Senate which requires grain dealers to purchase a full set of test weights. Farmers could then demand test weights before and after weighing. It is absurd, and if the bill had not been introduced by a grain dealer I would let it go by default.

Geo. C. Wood: I move that the incoming president appoint a legislative comite to be composed of any number he thinks proper to consider all legislation which affects grain dealers. Motion prevailed.

Pliny Gale was asked by the President to show his face.

P. M. Gale: We have not had as much trouble in Cincinnati with mow-burnt wheat as other markets have had. Some have declared they shipped strictly 2 when it was bin-burnt and more is coming in all the time. Corn is grading good.

Sec'y Courcier: The next Grain Dealers National Ass'n meeting is in Indianapolis in Oct. We give a cordial invitation to Ind. grain dealers to attend.

C. B. Riley: The subject of the National meeting was not brot before the Resolution Comite, but I am sure by a rising vote we will give the Ass'n a warm welcome, and I move, Mr. President, that such an invitation be extended, by a rising vote. Motion carried and those present stood.

The Nominations Comite reported as follows:

President, W. B. Foresman, LaFayette; Vice-Pres., J. M. Brafford, Indianapolis. Carey Jackson, Falmouth, was elected as a member of the Board of Managers to succeed E. K. Sowash. E. M. Wasmuth was renominated and elected. The report of the Nominations Comite presented by J. W. Witt was adopted by a rising vote.

J. W. Witt, Maurice Niezer and J. R. Guild were appointed a comite of three to escort the new officers to the front. After short speeches of felicitation on the part of the new president and vice-president, Pres. Foresman appointed the following Legislative Comite: M. T. Diller, Sec'y Ind. Grain Dealers Ass'n; Parker Simison, Romney; J. W. Witt, Lebanon; Carey Jackson, Falmouth.

The meeting was then declared adjourned.

Convention Notes.

R. J. Hackney from Cleveland, O.
T. W. Swift from Battle Creek, Mich.
H. W. Brown distributed some good lead pencils.

Louisville, Ky., was represented by Chas. Ballard Jr.

The Nading Mill & Grain Co. handed out some note books.

J. W. McCord and E. W. Seeds Jr. from Ohio's capital city.

Harv W. Kress brot his moustache and green hat from Piqua, O.

A. S. Garman was looking after machinery orders from Akron, O.

O. M. Gibson came thru from Baltimore with his Meerschmum pipe.

Fred W. Kennedy and E. D. Wilkes expounded the merits of the Kennedy car liner.

Tom Morrison has a new one. He is continually declaring, "I don't want to start anything."

The warning E. H. Culver gave out about bin-burnt wheat should be carefully read and considered by Indiana shippers.

Chicago; Arthur R. Sawers, wife and son; L. B. Wilson; R. W. Carder, W. A. Fraser Co.

A meeting without Geo. C. Wood in the front seat would be minus considerable interest and energy.

John A. Rice from Frankfort, Ind., denies he is growing thin on account of too much business pressure.

Pittsburg was represented by Jos. McCaffrey and J. A. A. Geidel. The former gave away stogies and the latter smiles.

Cincinnati: Chas. Van Leunen, F. E. Fleming, H. W. Brown, P. K. Gale. The Gale Bros. Co. was represented by P. M. Gale and A. C. Gale.

A white ribbon badge which bore the words, "Indiana Grain Dealers Association" and the National Ass'n's trade mark was pinned upon each delegate.

Eighty-nine actual bona fide Indiana grain shippers attended the meeting. Illinois and Ohio were represented. There were not many receivers.

Illinois was represented by Tom Abrams and J. L. Bush, Tuscola; B. F. Cummings, Clifton; J. E. Collins from Garrett, and H. N. Knight, Monticello, Ill.

H. E. Kinney is the patriarch paper reader of the Ass'n. He has appeared upon every program of every annual meeting since the organization of the Ass'n.

The Grain Dealers National Mutual Fire Insurance Co. gave each dealer present a small paper weight with the injunction to remember it when in need of the best insurance.

The interests of the Richardson Scale Co. were in charge of Willard Smith, Chicago manager, and C. E. Downey. They had a working model of the Richardson Scale on exhibition, operated by a small motor.

Indianapolis machinery men who circulated among the dealers were J. N. Bacon, rep. S. Howes Co. Inc.; F. H. Morley with Avery Scale Co. Mr. Morley had a model of the Avery on exhibition in his office. C. L. Hogle represented the Invincible Grain Cleaner Co.

Toledo's delegation was a good one. Big Chief Culver was trailed by Fred Jaeger of J. F. Zahm & Co.; H. R. DeWore; Sec'y J. F. Courcier; W. W. Cummings of the J. J. Coon Grain Co.; K. D. Keilholtz of Southworth & Co.; H. D. Raddatz of John Wickenhiser & Co.

Sec'y Dillen sent a form letter to dealers in every part of the state some time ago and asked for reasons why the Indiana Grain Dealers Ass'n was of value to them. He then placed the reasons together and made ten concrete statements which were printed upon a slip and distributed.

Bert Boyd gave about fifty of his friends tickets to a local dramatic comedy which was being played by a stock company in the Majestic Theater. Many showed their appreciation of his kindness by personal attendance and when "Strongheart," the young civilized Indian chief, won his lady fair, and conquered his enemies, all whooped for him vociferously.

The grain dealers had been invited by the Sec'y to bring corn for moisture testing and grading and quite a number took advantage of the opportunity to learn the grade of grain they were in doubt about. Chief Greiner worked hard to get out the moisture tests and grading, in connection with his regular work and his efforts were appreciated by those present.

A. H. Messer and J. L. Senteney represented the Mattoon Grain Conveyor Co. A small working model operated by electric power with plenty of descriptive literature interested a number of dealers in its cleaner and loader.

The new president, W. B. Foresman, was the recipient of many congratulations from his numerous friends because he did his duty Jan. 3, 1909, and married Miss Mary Heston. "Billy" is a boy the Ass'n is proud of, and they honored him with the most important fee-less office in its power to give.

I realized when I accepted the position as Sec'y of the Indiana Grain Dealers Ass'n that I had a lot of hard work ahead of me. However, since I took charge of the office last Oct. we have added 17 new members to our state roll and a number of new local Ass'ns have been formed.—M. T. Dillen.

J. A. A. Geidel left his best watch in his bath room at Pittsburg. This is interesting in itself, for it demonstrates that at least one citizen of the Smoky City believes in ablation; there is another phase to the matter, however, for he found it necessary to purchase a watch in Indianapolis. Mr. Geidel was accompanied by his robust competitor, Jos. McCaffrey, who felt it his duty to watch over him. Accordingly, when Mr. Geidel wanted to buy a \$2.00 watch Joseph raised a terrible disturbance and was early thrown out of the jewelry store. His counsel prevailed, however, and Albert bot only a \$1.00 watch.

In Attendance.

Among the Indiana dealers present were: H. C. Arnold, G. L. Arnold, Bluffton; D. Anderson, Noblesville.

J. C. Batchelor, Sharpville; H. M. Brown, Kingman; C. M. Barlow, Kokomo; A. Boling, Adams; C. C. Bishop, Logansport; M. S. Blish, Seymour.

M. L. Conley, A. B. Cohee, Frankfort; W. F. Cook, LaCrosse; B. F. Crabbs, T. C. Crabbs, Crawfordsville.

W. M. and T. A. Doan, Ossian; C. F. Davison, Bluffton; Wm. Donlin, Delphi; W. T. Davis, Coatesville; O. A. Davis, Frankfort.

E. E. Elliott, Muncie; C. G. Egley, Berne. W. A. Feight, Parker; R. J. Follett, Carmel; E. M. Fisher, Needham; W. B. Foresman, La Fayette; A. H. Flanagan, Crawfordsville; E. A. Howell, Frankfort.

A. Gardner, Cottage Grove; Thos. Glascock, Yeddo; J. N. Gordon, Summitville; G. P. Shoemaker, Greensburg; P. E. Goodrich and wife, Winchester; J. R. Guild, Medaryville; J. O. Grove, Lagrange.

S. C. Herman, Muncie; John Hazelrigg, Cambridge City; John Howell, Cammack; A. B. Hinshaw, J. H. Harvel, F. T. Hinshaw, Nora; A. P. Hansen, Brookston; A. M. House, Hobbs; E. Hutchinson, Arlington; F. E. C. Hawks, Goshen; F. H. Haggenbuch, Sulphur Springs.

Carey Jackson, Falmouth. Fred W. Kennedy, Shelbyville; R. A. Kuhn, Argos.

W. C. Lutz, Bunker Hill; Cloyd Loughry, Monticello.

J. Murphy, R. C. Jinks, Glenwood; Tom A. Morrisson, Kokomo; M. Moore, Fountainstown; T. A. McCoy, Liberty; J. A. McGomas, Fortville; E. A. Morris, New Castle.

W. M. Nading, Shelbyville; Maurice Niezer and wife, Monroeville.

W. M. Patterson, Fountainstown; J. B. Price, Crawfordsville.

Wm. Roach, Delphi; A. E. Reynolds, Crawfordsville; T. J. Ryan, Delphi.

D. E. Studebaker, J. W. Sale, Bluffton; H. B. Seward, C. F. Seward, Galveston; J. J. Snodgrass, Hillisburg; Frank Strange, Frankfort; D. P. Stimson, Romney; J. L. Schalk, Anderson; T. O. Stanley, Lyons Station; E. K. Sowash, Middletown; W. Simons, Kentland.

Ed Taylor, Montmorenci; B. Taylor, La Fayette; O. J. Thompson, Kokomo.

Dave Unger, Russiaville; Leroy Urnston, Tipton.

C. E. Van Steenberg, Manson.

J. W. Witt, Lebanon; E. M. Wasmuth, Roanoke; R. E. Whitaker, Mt. Comfort; J. W. Waltz, New Palestine; N. E. Williams, Fairland; T. B. Wilkinson, Knightstown; F. C. Williams, Sellersburg; Geo. C. Wood, Windfall; A. A. Weber, Huntington.

President Memphis Merchants' Exchange.

S. T. Pease was made Pres. of the Memphis Merchants' Exchange Jan. 15, after a spirited contest in which J. J. Wade pulled the proper wires for his candidates on the "White ticket."

The election was a spirited contest, but after it was all over the victors and vanquished sat down to banquet tables in the Exchange room, which was turned into a dining hall for the occasion. A band of music, ladies, and many other



S. Tate Pease, Memphis, Tenn.
New President Merchants' Exchange.

dainty things gave the occasion a cheerful aspect, and for two hours the ex-officers and the new officers threw oratorical bouquets at one another.

Pres. Pease is a member of the firm of Pease & Dwyer Co. and has been identified with the grain business in Memphis for a number of years. He is prominent and well known thru the South and is an active worker in the interests of the Grain Dealers National Ass'n. S. Tate Pease will make a good president.

Corn Show Commissioner's Report.

Gov. Chas. S. Deneen, Illinois, appointed 10 members of the Ill. Grain Dealers Ass'n, June 6, '08, including Pres. Wayne and Sec'y Strong, as Commissioners, to represent the Ass'n by inspecting, reviewing, and assisting to promote the National Corn Exposition held at Omaha in Dec. The Commissioners, in their report just made public, commended the Corn Show as a National educational feature and challenged the world for a like display. They believe its results will be, "increased production benefiting farmer, grain dealer, and the entire people."

Congress has the power to fix a standard of weights and measures and to compel the observances of such standards throughout the country. In compliance with his direction, the national bureau of standards, created by a recent act of Congress, has taken up actively the legal standardization of weights and measures throughout the country.—Attorney-General Bonaparte.

Liability of Carrier for Loss of Grain in Transit.

The Supreme Court of North Dakota on Nov. 27 affirmed the judgment by the district court of Rolette County in favor of William A. Duncan against the Great Northern Ry. Co. for the loss of 9,385 pounds of flaxseed by leakage out of a car in transit between Rolla, N. D., and Duluth, Minn.

The grain doors furnished by the railroad company and used by Mr. Duncan were fitted with a small door in the center, which opened outward and upward on hinges on the top, for unloading. The doors and the car were coopered, strips of cheesecloth nailed over the cracks at the bottom and sides of the doors and wherever there were cracks thru which the flax could escape. The inspector's record showed that one of the small doors had no cooperage at bottom on arrival at Duluth. It had been closed by the train conductor after finding the leak and without re Coopering. The plaintiff and his helpers all testified that they fastened these small doors with irons furnished by the railroad company.

Judge Spalding of the Supreme Court said: While the train was standing at Perth, the first station south of Rolla, a bystander noticed flax running under the outside door on one side of the car, and reported it to the conductor, who set the car out, and found one of the small hinge doors above referred to open, by swinging out from the bottom, and the flax leaking. The conductor closed the door and stopped the leak, gathered up such flax as he could gather, and replaced it in the car, which was picked up a day or two later and transported to Duluth. Subsequently the leak was traced along the track to a point some distance north of Perth. The fastenings to this door were such as are used for fastening the kind of inner door used in this car.

The question is whether it was the duty of the carrier, under the circumstances, to see that the small door referred to was properly fastened, and, if it did not do so, whether it is liable. As stated, the agent accepted the car and its contents for transportation, and he himself closed and sealed the outside doors. The devices for fastening the small doors were open to his inspection when he closed the outside doors, and were where he could not avoid seeing them if he looked at all or even used ordinary care or made the slightest effort to ascertain whether they were properly fastened. If he did not do so, or, doing so, failed to call the defect to the attention of the shipper or to remedy it himself, we think the fact, if it were a fact, that they were not properly fastened when he accepted the freight, under the circumstances of this case, does not relieve the defendant from its obligation as an insurer. The terms of the statute are very broad. It reads: "From any cause whatever."

It is contended that the fact that the door came open while the car was running creates a conflict in the evidence. We think there are two answers to this contention: First, the duty rested on the defendant to show that the loss was occasioned by the fault of the shipper, and the mere fact of the door coming open does not make the showing required. That the door was fastened is evident from the fact that it remained closed until some time after the car left Rolla. If it had not been fastened originally the weight of the flax would have caused the

door to swing open before the car started. The fact that it opened while in transit, in the absence of other proof as to the cause of its doing so, may be attributed just as logically to a rough track, or to the bunting of cars, or starting or stopping with a jar, or to a defect in the fastening, as to the failure to fasten it. Had it been given to the jury, any verdict which it might have found based upon the fact that the door came open would have been mere guesswork or conjecture, and, had it found this the cause of the loss, it could only have done so by inference. It will thus be seen that at the most the fact of its coming open, under the circumstances, furnished only a scintilla of evidence which might indicate a failure to fasten it.

In Ogdensburg, etc., Railroad Co. v. Pratt, 22 Wall. 123, 22 L. Ed. 827, the Supreme Court of the United States held that it is the duty of the carrier to furnish suitable vehicles for transportation, and, if he furnished defective or unsafe vehicles, he is not exempt from responsibility by the fact that the shipper knew them to be defective and used them. In Cleveland, C., C. & St. L. Railway Co. v. Louisville Tin & Stove Co., 111 S. W. 358, 33 Ky. Law Rep. 924, it is said that the owner is not required to see that the cars are suitable or safe. He is not required to show negligence on the part of the railway company. All that he is required to show is the loss of his goods. No defect in the vehicle can excuse a common carrier from its common-law liability.—118 N. W. 826.

We read the Grain Dealers Journal with much interest, always finding something to be guided by in the grain line.—L. W. Sims, mgr. Sims Eltr. Co., Bone Gap, Ill.

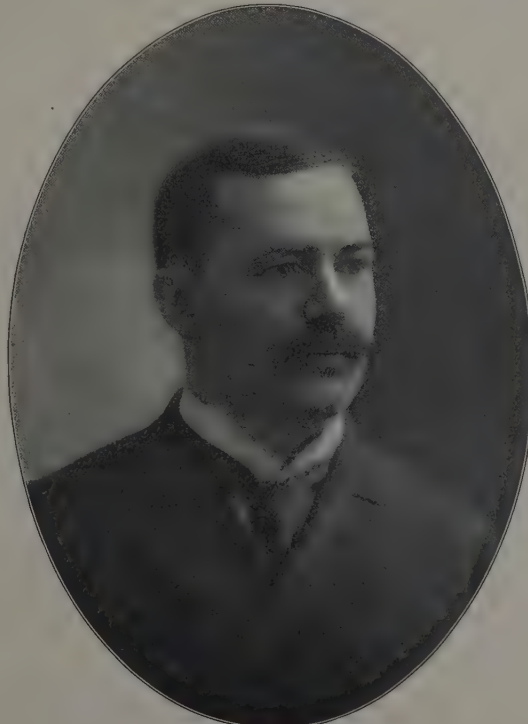
Toledo's New Produce Exchange President.

Frank I. King, recently elected President of the Toledo Produce Exchange for the second time, is the product of his own genius; since a modern genius is defined as a man with an infinite capacity for hard work, it is interesting to trace the evolutionary career of Pres. King, in the language of his talented young son, who has lately become affiliated with him in business.

F. I. King, Jr., says about his father: "His father died when he was 6 years old, leaving only a good name and a home with a mortgage on it. It has been hustle ever since. When ten years old he carried papers; later became an actor, and gave a show at Maumee; appeared one night as school boy with Joe Jefferson. He became a partner in the firm of C. A. King & Co. in 1883. C. A. King died in 1893, but firm has been continued under same name."

Pres. King mixed in Toledo politics for a while, but concluded business and politics would not profitably harmonize, so he has kept out during the latter years of his life. Although Pres. King is only forty years old he is an honorary member of the Press Club; City Sinking Fund Trustee; Director Newsboys Ass'n; Dir. Chamber of Commerce, Art. Museum, First Congregational Church and Second National Bank. His daily market report is considered authoritative, and is widely read and quoted by those interested in the grain trade. All who know Pres. King know he will continue the good work of his predecessor.

The Grain Dealers Journal is interesting and I enjoy reading it very much.—Thad L. Hoffman, vice pres. and mgr. Hoffman Eltr. Co., Enterprise, Kan.



Frank I. King, Toledo, O.
New President Produce Exchange.

Grain Trade News

ARKANSAS.

Lake Village, Ark.—James R. and Wm. Yerger have dissolved partnership, and Wm. Yerger will continue the business of the Chicot Commission Co. under the old name, while J. R. will give his undivided attention to his legal practice. They have conducted a prosperous wholesale feed and provision business.

Little Rock, Ark.—The fire losses on the Board of Trade building, that burned Dec. 23 have been adjusted by the payment of \$13,507. Before the plans for the new building were fully completed work began Jan. 14 to tear down the walls of the old building and clear the ground for the new, that will be pushed to the earliest possible completion.

CALIFORNIA.

San Francisco, Cal.—Merchants Exchange brokers in grain wound up the business of the old year with a genuine "rough-house." In a few seconds after the signal was given the air was filled with grain, flour and confetti, and the floor was ankle deep in the spent ammunition.

Vallejo, Cal.—A. W. Carr, formerly superintendent of the Farmers Union Mill at Stockton, and more recently assistant supt., has succeeded M. Kemper as mgr. of the Starr Mills owned by the McNear interests. Mr. Kemper, who has a wide acquaintance in the grain business of this state, has been forced to quit by the serious condition of his health.

CANADA.

Winnipeg, Man.—Thos. S. Acheson has been promoted to the position of general grain agent of the Canadian Pacific Ry.

Winnipeg, Man.—It is said the Grain Growers Grain Co., which has been doing a receiving business, will erect mills and terminal eltrs.

Calgary, Alta.—In all probability the eltr. built here will be a reproduction of the one burned, which was a terminal eltr. of 75,000 bus. capacity and having all the latest cleaning and weighing machinery.—Western Milling Co.

Winnipeg, Man.—The Dominion Millers Ass'n has sent a deputation composed of D. C. Cameron of Winnipeg, Headley Shaw of Toronto, and Sec'y Watts to discuss the question of government ownership of grain eltrs. with the Dominion government.

Victoria Harbor, Ont.—Bids will be taken until Feb. 1 on the construction of a 2,000,000-bu. eltr. for the Canadian Pacific Ry. which is building a line to reach this port as its new lake terminal. The plant will comprise a cluster of reinforced concrete tanks and a car loading house as well as an electric power house. Little cleaning equipment will be provided, but the handling capacity will be considerable, the loading capacity being 250 cars per day. Grain will be elevated from boats by two traveling marine towers, each containing three legs, and the loading house will be equipped with four shipping legs. The plans were prepared and the construction will be supervised by the John S. Metcalf Co.

Vancouver, B. C.—The first direct shipments of Alberta wheat to Great Britain thru this port are now being made, the Vancouver Milling & Grain Co. having shipped 6,000 bus. of red winter wheat on the steamer Corse via Cape Horn to Liverpool. J. E. Hall states that this is only the beginning of what will develop into a large trade in grain.

CHICAGO.

Memberships in the Board of Trade are selling at \$2,600.

John Carmody now is wheat trader in the pit for James E. Bennett & Co.

Geo. Gilbert, who was at one time a heavy trader in grain, died Jan. 18.

Chas. Sincere & Co. removed Jan. 11 to new and larger offices in the Home Insurance bldg.

Trade has been better during 1908 than last year. I expect 1909 to be better still.—E. A. Beach.

Geo. E. Marcy, pres. of the Armour Grain Co., is recovering after a long siege with typhoid fever.

F. E. Winans has been succeeded by F. E. Winans & Co., Mr. Ira C. Ketcham being admitted to partnership.

Geo. H. Tanner, an inspector for eastern buyers during the past 28 years, will locate at Minneapolis in the same business.

T. A. Bryant, recently representing W. E. Cooke in Illinois and the West, went with R. F. Morrow & Co. at the first of the year.

Sec'y Geo. F. Stone and all the other officers of the Board of Trade have been reappointed by the directors for the ensuing year.

S. P. Arnot has sold his interest in the Updike Commission Co. and resigned the management, to go south for his health. Wallace Armstrong will succeed him as mgr.

The J. F. Leising Co. has been incorporated to deal in grain, hay, seeds, lumber and building material; capital, \$15,000; incorporators: J. F. Leising, W. W. Smith and L. M. Graham.

Business looks bright for the future. Believe 1909 will be a big year. Cash grain is moving nicely. Look for higher prices, for I don't believe reserve is as large as it was a year ago.—W. J. Doyle.

The Board of Trade Fellowship Club has completed its organization with E. Newman, pres. and Thos. Costello, sec'y. The club will collect 25c monthly and pay a death benefit of \$100 and a sick relief of \$5 per week for 5 weeks.

Hiram Sager, retiring pres. of the Board of Trade, was presented with a beautiful floral tribute at a special meeting of the directors. His administration has been productive of good to the diverse interests represented on the Board; and the new officers find their pathway a smooth one, thanks to the courage and good judgment with which Mr. Sager and his directors attacked the problems that vexed the Board.

Trading in ups and downs during 'change hours will not be tolerated, was the announcement read on 'change Jan. 20 by Sec'y Geo. F. Stone; and operations in indemnities will have to be confined to the regular hours after 1:30 p. m.

Failure of brokers to execute stop loss orders in the opening confusion when wheat sold down to \$1.04 recently resulted in some customers having profits instead of losses. Simultaneous trades were made in the pit at prices almost a cent apart.

The firm of Samuel Beaumont & Co. has been organized to conduct a general grain commission business under a limited partnership, the members of the firm being Samuel Beaumont of Chicago and Theodore W. Swift of Battle Creek, Mich.

Pres. Bunnell of the Board of Trade has appointed the following committee to solicit funds to defray expenses incident to the celebration of the one hundredth anniversary of the birth of Abraham Lincoln: I. P. Rumsey, J. G. Steever, Joseph Rosenbaum, W. S. Jackson, C. H. Taylor, J. A. Edwards and J. B. Adams.

The available surplus of wheat for European market is 100,000,000 bus. more than last year; demand probably less. Look for lower prices as the shipments from Argentina and Australia increase; hardly expect last year's low level. Small winter acreage and poor condition in Dec. is apt to moderate bearish sentiment.—P. S. Goodman.

Chas. W. Requa, a member of the Board of Trade for 25 years, died Jan. 18 of heart failure, aged 79 years. He came to Chicago and entered the grain business in 1875, and continued active until 10 years ago. He is survived by his wife, daughter and two sons, Chas. H. and William B. Requa, of Requa Bros., grain commission merchants.

The directors of the Board of Trade have recently adopted the following resolution: "That the Board of Trade deprecates unjust agitation against corporate and railway interests or any drastic legislation directed against such interests; that we favor co-operation with the railways in bringing about measures calculated to benefit alike the shipping public and the carriers."

Two brothers, John and Frank Stecik, 21 and 19 years of age, when arraigned before Municipal Judge Cleland on the charge of stealing grain from the Chicago & Northwestern railroad yards, pleaded guilty, but declared themselves intoxicated at the time, and asked for a continuance of their case to show that they would do better. Altho opposed by the assist. state's attorney on the grounds that as the culprits had been arrested numerous times before they should now be punished, Judge Cleland granted their request.

Among the new comites appointed by the directors of the Board of Trade for the ensuing year are the following: Warehouse—Bradley, Andrew and Murray. Grain—Merrill, Rice, Murray, Brown, E. L. Glaser, C. B. Pierce and George A. Wegener. Violation of rules—Andrew, Bunch, Bryan, Randall, Sullivan and Wood. Transportation—Murray, Brown, James Pettit, Bunch, E. L. Glaser, Rice, W. N. Eckhardt, George E. Marcy and Sullivan. Weighing—Andrew, Rice and White. Flaxseed inspection—Schneider, T. M. Hunter, George F. Alt and P. H. Eschenburg. Other inspection—Brown, Murray and Schneider.

Application for membership to the Board of Trade has been made by Gerhard J. Siebens, Edward R. Bacon, Jr., William A. McCoy and Charles E. Richardson. Application for transfer of membership has been made by Francis J. Stephenson and Harold B. Wrenn. The directors recently admitted the following to membership: Luther Lee Smith, Ira Craig Ketcham, Edward J. Feehery, Wm. H. Cowles, Alfred T. Martin and Ralph J. Pendleton.

During 1908 the weighing department of the Board of Trade handled 299,992 cars, weighed 48,714,705 bus. of grain to and from vessels and canal boats, and 41,750 bags of seed, a decrease of 22,730 cars from the annual report of 1907. The receipts of the Board during the year were \$441,339 and the expenses \$489,185, the bonded indebtedness having been reduced by \$52,000. Thirteen members died during the year, and at its close the roster totaled 1,687 members; compared with 1,719 a year ago. Thirty-two memberships were bot at an expense of \$76,000. The receipts from memberships were \$128,925 and from rentals \$139,263. The receipts of the department of grain sampling and seed inspection were \$38,257, and expenses \$34,064.

Gardiner B. Van Ness issued a circular entitled Prospective Price Trend, Sep. 1909 Oats, Dec. 24. After presenting statistical information which was a review of the 1908 oats market he ventured the following conclusion: "What has one to fear in selling Sep. oats at *this season of the year?* Not a squeeze nor a corner, for the time of delivery is too far distant. Not a crop failure, for the crop is not yet sown. The only reasonable trade in them must be based on a normal average crop. The time to consider crop scares commences at sowing time and becomes more important in July. In the meantime the market will feel the weight of continually increasing speculative sales and will in all probability work considerably lower. I therefore suggest selling Sep. oats around the present 40c level." Since Mr. Van Ness sent this statement broadcast over the country a number of prominent traders and commission houses have utilized the information, all of which is a compliment to the sagacity of Mr. Van Ness.

ILLINOIS.

Goodenow, Ill.—J. F. Leising has succeeded L. H. Leising and will operate the eltr.

Buckingham, Ill.—George Van Voorst of Union Hill has leased the eltr. of W. J. Herscher in this place.

Minooka, Ill.—The Minooka Grain, Lumber & Supply Co. has bot 2 Hall Signaling Grain Distributors.

Atlas, Ill.—We have bot the eltr. and coal business of the Turner-Hudnut Co. here.—Ellis Bros., Wilburn, Ill.

Clements Sta., Murrayville P. O., Ill.—I have recently bot an eltr. on the C. & A. at Clements.—John W. Shirley.

Peoria, Ill.—J. F. Cooley, formerly of Cooley & Wolcott, Bradford, Ill., who sold to Wm. Cavanaugh, has moved to this city.

Normal, Ill.—Mr. Swift, who for a number of years has been engaged in the grain business in Lowder, Ill., has rented a residence property here, into which to move his family at once. He expects to open a grain office in Bloomington, but prefers to live here to give his children the benefit of the schools.

Tomlinson, Ill.—Thos. New of the firm of Murray & New, grain dealers, was married recently to Miss Anna Crangle, a well-known teacher of Gilman.

Vergennes, Ill.—The Reichert Milling Co. of Freeburg, Ill., that recently acquired the mill here, has taken out the machinery and is using the building as a grain eltr.

Springfield, Ill.—The warehouse committee of the state senate, recently chosen, is composed of Hall, chairman; Andrus, Bailey, Ball, Henson, Olson, Stewart, Gorman and Isley.

Chrisman, Ill.—It's awful dull with us. Farmers didn't raise much grain to sell and what they have the feeders are buying at prices the grain dealer can't touch.—A. G. Tucker, with Oscar Jones.

Fox, Ill.—B. B. Armstrong rebuilt his eltr. on the Aurora & Streator branch of the C. B. & Q., having it finished ready for business Nov. 1 last. Its capacity is perhaps a little more than 15,000 bus.—Mark Havenhill, mgr. Fox Eltr. Co.

Findlay, Ill.—We contemplate remodeling our south eltr. early in the spring, making it as near ground level as possible, adding another stand of eltrs. and covering the whole building with metal.—Frank Brown, mrg. Findlay Grain & Coal Co.

Cambridge, Ill.—Kellogg & White have taken possession of the eltr., cribs, coal and dray business they bot from O. M. Etter near the close of the year, as explained in this column Dec. 25. Both Mr. and Mrs. Etter will stay with the new firm until they get well started.

Urbana, Ill.—On the night of Jan. 9 the safe in the office of the eltr. of J. B. Walton & Sons was blown and the iron cash box taken. It was afterwards found in a kiln at the brick yard. The box had been broken open, but in it were the keys and papers reported to have been left there by the Waltons.

Sherman, Ill.—In this column Jan. 10 it was erroneously stated that V. D. Van Meter had bot suit against Woods & Metcalf. The court recently decided that the corn in question was the property of R. C. Cox. Corn sold to R. B. and to R. C. Cox was mixed in crib, and on judgment against one the sheriff had levied on all corn in crib.—R. C. Cox.

Arrowsmith, Ill.—At 4 o'clock in the morning of Jan. 10 fire was noticed at the top of the eltr. of the Arrowsmith Grain, Coal & Lumber Co. H. B. Hudson, mgr. of the eltr., reached it first, ran the dummy eltr. to the top of the building, and the fire was soon stopped. It was evidently incendiary, as there was no fire in the building nor anywhere about it.

St. Joseph, Ill.—Abe Current & Son of Indianapolis, members of an old St. Joseph grain firm, will soon take full charge of the eltr. of J. M. Current & Son. Alva Current is already here and Abe Current and family will come soon. Two years ago they moved from here to Indiana, where Mr. Current owns a farm, which Alva ran, while Mr. and Mrs. Current lived in town.

Weldon, Ill.—After a brief illness with pneumonia and heart trouble, my father, L. F. Webb, died Jan. 10, aged 71. He had been in the grain business 40 years. He began dealing in grain at Macon, Ill., in 1868, and moved to Assumption, Ill., in 1892. In 1906 he sold the eltr. there and bot here in Weldon, operated under the name of the L. F. Webb Grain Co., in which he owned a half interest to the time of his death.—Arthur Webb.

Peoria, Ill.—W. T. Cornelison has been elected pres. of the Peoria Board of Trade, winning over J. H. Ridge by four votes. B. E. Miles and Geo. A. Smith were chosen vice presidents; and John Loifgren and Walter Barker succeeded themselves as secy and treas., respectively. Directors for the ensuing year are W. R. Buckley, A. G. Tyng, C. C. Miles, T. A. Grier, F. L. Woods, Theodore Jacobs, Adolph Woolner, Jr., R. W. Van Tassel, Dan Mowat and George Brier.

Belleville, Ill.—Fire in the eltr. of the Reichert Eltr. Co., Jan. 4, damaged the place about \$200 worth and destroyed about \$2,000 of stock. This eltr. is leased by the Eckert Flour & Commission Co., that states its loss on stock is about \$500 and that the rest falls on the Washburn-Crosby Co. The fire started in the warehouse, where hay was kept by the Eckert Flour & Com. Co., whence it spread to the storage room, containing a large amount of flour.

Ottawa, Ill.—J. N. Dunaway, president of the Ill. Valley Grain Co., died at his home here, Jan. 9, after a brief illness, aged 73. The death of his wife followed by that of his son, W. A. Dunaway, is considered the beginning of the rapid failure of his health. Born in Pennsylvania, Mr. Dunaway came with his parents to this county in 1853. Most of his life was spent on his farm, which he sold about ten years ago and moved here to engage in the grain business. He made many friends, both in business and socially, as he was honorable in all his dealings and his word was as good as his bond. Three sons, George, Horace and Arthur, and a daughter survive him.

INDIANA.

Adams, Ind.—Have just finished covering my eltr. with iron.—A Boling.

Montmorenci, Ind.—Have just installed a Beall Rotating Cleaner and a Clipper Clover Cleaner.—Ed Taylor.

Cammack, Ind.—Farmers are slow to sell. Want \$1 per bu. for corn. We are offering 78c per hundred.—John Howell.

Hazlerigg, Ind.—John Wilhelm & Co. have sold their eltr. to Morrison, Finch & Co. of Lebanon, Ind.—Bert A. Boyd.

Bunker Hill, Ind.—Scoopers are giving us trouble. Not much of a grain movement. Farmers holding grain for \$1 per cwt.—W. C. Lutz.

Hillisburg, Ind.—J. J. Snodgrass has purchased D. L. Brookie's share in the eltr. here and is now sole owner. The business will be conducted as heretofore.

Summitville, Ind.—I burned out last July and the Reliance Construction Co. has just finished for me a fine eltr. with 16,000 bus. storage capacity.—J. N. Gordon.

Hartford City, Ind.—David Dodds, who recently moved to Middletown, O., where he was crushed in a grain eltr., died of his injuries, Jan. 2. His body was brought back here for burial. He leaves a wife and six children.

Nora, Ind.—Newby Bros. sold their eltr. last Nov. to Hinshaw & Harvey. The new firm has taken hold of the house and made it go like they meant business. Both members of the firm attended the Indiana Grain Dealers' Ass'n meeting.

Lafayette, Ind.—Harvey Gray of Galveston, Ind., won the grand championship prize for the best 10-ear exhibit of yellow corn. Thos. A. Owen of Franklin won the sweepstakes in white corn. Over 400 competed at the Purdue University corn show.

Bluffton, Ind.—A Ft. Wayne scooper is making the dealers in that district a lot of trouble. It is alleged he has openly threatened to break up the Lafayette Ass'n.—C. F. Davison.

Sellersburg, Ind.—I have leased my eltr. at this point to T. A. Pass, who has been in the business with me. I will move to Lafayette and expect to go into the grain business there.—F. C. Williams.

Fountaintown, Ind.—We have just spent \$2500 in remodeling and improving our eltr. We put in a new overhead dump and equipped the eltr. with Philip Smith Mfg. Co. machinery.—Wm. Patterson.

Fremont, Ind.—Hammel Milling Co. incorporated to construct and operate grain eltrs.; capital stock, \$15,000. Directors: Otis Hammel, Elton C. Duguid, Otto H. Story, Chas. E. Hall, Samuel Waters and 9 others.

Huntington, Ind.—Weber & Purviance loaded out the first load of grain from their new eltr. last week. It was built by the Reliance Construction Co. on the site of the one destroyed by fire last July. The plant is a 25,000-bu. house with electric power.

St. Paul, Ind.—The St. Paul Stock & Grain Co. incorporated to buy and sell stock and grain; capital, \$2,000. Incorporators: Erastus M. Palmerton, Edward F. Ranck, John H. Myers and Ida W. Martin. It is reported that the organizer was formerly manager for the Nading Mill & Grain Co. The company will build an eltr. here.

New Albany, Ind.—McDonald & Co. have let contract to the Macdonald Engineering Co. for the construction of a reinforced concrete transfer and sacking eltr. on the Pennsylvania and B. & O. Work has commenced. The house will have a capacity of 100,000 bus. and be equipped with two stands of elevators, cleaning machinery, automatic and hopper scales, car pullers and electric motor drives. The plant will be served by two tracks, one on each side.

Wolcottville, Ind.—The new eltr. of the Farmers Eltr. Co. is now in operation. The first load of wheat was delivered by C. O. Gramirs, president of the company. More wheat has been coming in steadily and, while everything is not complete, the machinery is in operation and the other work can be finished in a few days. The plant is run by a 28-h.p. gasoline engine. Geo. Parks, who was a crane man with a dredge in DeKalb county last summer, has charge of the eltr.

Russiaville, Ind.—I loaded the first car of grain out of my new eltr. two weeks ago. It is a fire-proof building from the outside. The eltr. which formerly stood on the site of this one was burned by an engine spark one afternoon. We saw the flame on the top of eltr. when it was no bigger than a bucket. In twelve minutes from that time the entire structure fell in. The spouts of my new eltr. proved unsatisfactory, so I have had two men working for two weeks to make them right.—Dave Unger.

INDIANAPOLIS LETTER.

There is some stuff moving, but we are doing only a local business. Can't take chances on shipping East.—W. H. Cooper.

Indianapolis dealers are rejoicing because the Board of Trade adopted Uniform Grading Rules and put them into effect Jan. 1. Wm. Greiner, chief inspector, says his department is working splendidly under them.

D. Yulee Huyett has left White Bros. Grain Co. and is now in Chicago representing the Louis Muller Co. of Baltimore.

Grain movement is light. We are not on a shipping basis to the East. Distillers and local trade are taking our grain.—H. E. Kinney.

Business is dull. What corn we are getting is coming from Illinois. This state will ship no more corn until another harvest.—A. F. Files.

The Mutual Grain Co. is the name of a grain firm recently launched by Wm. Wykle, C. A. Pricer, and G. R. Whitaker. Mr. Whitaker is general manager.

Fifty per cent of the grain which Indiana farmers will ship has been moved. It is fearfully dull. Longest time we have ever seen such a dull period in the grain trade.—Finch & McComb.

Indianapolis is getting a great deal of corn, but the starch, milling and hominy interests seem to be getting most of it. Local dealers are unanimous in declaring they have never seen such a protracted dullness.

Have never seen such a protracted dullness. Do not look for corn movement until dealers can tell prospects for new wheat crop. It was so dry during the fall that a great deal of wheat land was not planted and during their dull season this winter the farmers have plowed this land and will put it in corn and oats. Expect a largely increased acreage with consequent decline of prices in spring.—F. M. Montgomery.

The new B/L which requires shippers wishing their grain inspected to mark it "Inspection permitted" is causing some trouble in this market because shippers fail to do so. Monday, Jan. 18, there were 17 cars which had to be left uninspected on the tracks because the shippers failed to take cognizance of this requirement. So far this year about 40 cars which were billed thru, via Indianapolis for inspection had to be sent on without inspection because the inspectors had no right in the cars. This makes trouble for all concerned and it is to be hoped that the troublesome provision will either soon be eliminated or that shippers will be more careful with instructions.

IOWA.

Allendorf, Ia.—The eltr. of Harry Russell has been closed.

Garden Grove, Ia.—James Phipps has rented the eltr. of Grant Dorsey.

Charter Oak, Ia.—Wm. Mair & Co. have leased the eltr. of the Neola Eltr. Co.

Moorland, Ia.—Thomas Allen has succeeded Alfred Hanson, who resigned his position as mgr. of the Farmers Eltr. Co.

Matlock, Ia.—I represent the Western Grain Co. here.—D. R. Miller, formerly agt. Western Eltr. Co., Cleghorn, Ia.

Madrid, Ia.—C. F. Carlson, agt. for the Neola Eltr. Co., at Coon Rapids, Ia., has been transferred to this place.

Harris, Ia.—Greig & Zeeman have succeeded H. A. Weimer.—A. A. Thompson, agt. Stockdale & Dietz Co.

Clare, Ia.—James J. Delamore has succeeded Louis Guth, resigned, as manager of the eltr. of the Farmers Eltr. Co.

Sioux City, Ia.—The Iowa Ass'n of Farmers Co-operative Eltr. Co.'s will hold its annual meeting in this city Feb. 8.

Reeve sta., Hampton p. o., Ia.—The new grain eltr. of the Diamond Grain Co. has been completed and Fred W. Krohn appointed mgr.

Ashton, Ia.—John Jackley has bot the old eltr. of Boor & Co. and will use the lumber in it to build a large barn.

Washington, Ia.—Chalmers & Eldridge have let the contract to the Younglove Construction Co. for an up-to-date eltr.

Onawa, Ia.—Fred Marquis is mgr. for the Farmers Eltr. Co. that recently purchased the eltr. of the Trans-Mississippi Grain Co.

Hampton, Ia.—G. W. Crawford will be mgr. for the Taylor Grain Co., that will buy grain on the short line, and expects to build an eltr. here.

Wellsburg, Ia.—H. A. Schmitt, formerly mgr. of the Farmers Co-operative Eltr. Co., is out of the grain business and now owns and manages the telephone exchange here.

Williamsburg, Ia.—W. F. Harris and his wife left Jan. 22 for a trip to Texas and southern California. During their several weeks' absence W. W. Lewis will have charge of the grain and feed business.

Des Moines, Ia.—Oats special trains are to be run in February and during the spring months with a view to educating growers. Professors M. L. Bowman, H. G. Bell and others will be among the lecturers.

Mason City, Ia.—To encourage farmers to take the students' short course the Independent Grain & Lumber Co. has offered \$45 in prizes to be awarded farmers residing within 7 miles of the company's stations.

Sheldahl, Ia.—D. F. Schaal, who has been mgr. of the eltr. and lumber yard of the B. A. Lockwood Grain Co. for the past six years, has resigned to move to Eufaula, Okla., where he will enter the real estate business.

Hills, Ia.—Wm. Droll has sold the eltr. of Droll & Reilly to Mr. McCormick of Marseilles, Ill., and will retire from the grain business. He built the eltr. here some years ago, and was one of the pioneer business men of this place.

Hospers, Ia.—J. S. DeVries, formerly grain buyer for the Western Eltr. Co., at Matlock, has come here to be manager for the Farmers Mutual Co-operative Co. Mr. DeVries has been in the grain business in northwestern Iowa for the past 18 years.

Livermore, Ia.—A. H. Morse has bot the grain, lumber and coal business of Gleysteen & Co. Mr. Gleysteen has accepted an offer to work on a salary elsewhere. Mr. Morse has been in this business long enough to form a wide acquaintance in this vicinity.

Bagley, Ia.—The eltr. of the Neola Eltr. Co. had a narrow escape recently. The engine house, only a foot away from the eltr., caught fire from a stove and was destroyed with its contents. Altho the weather was bitterly cold and the citizens had nothing but buckets and water to fight the fire, they managed to save the eltr.

Malvern, Ia.—Geo. Wyant has an eltr. on the Wabash of 8,000 bus. capacity and also scoops into cars. E. L. Donner has traded out to McGruder Real Estate Co., of Kansas City; and he also does scooping from Malvern to Tabor. I have a small house on the Tabor & Northern R. R. to load from and also do scooping from Malvern to Tabor.—P. Kilmartin.

Jefferson, Ia.—At the annual meeting of the Farmers Eltr. Co. the resignation of Mgr. H. C. Tucker was accepted and R. I. Mortimer was chosen to succeed him. The following officers were elected: A. J. Lamb, pres., J. H. Albert, vice-pres., E. B. Culter, sec'y, and W. A. McDonald, treas.

Des Moines, Ia.—The holding of a big corn show at this city next fall is being considered by Sec'y John Simpson of the Dept. of Agriculture, who conferred recently with Geo. A. Wells, sec'y of the Western Grain Dealers Ass'n and with Gels Botsford, sec'y of the Commercial Club.

New Hartford, Ia.—W. F. Tostlebe, who calls himself the New Hartford Grain Co., pays more than the regular dealers and has been loading a few cars of corn at Shell Rock, Waverly Junction, Winslow and Benson. This man Tostlebe is driving all over the country and spoiling the grain market.—H. H. Van Deest.

Indianola, Ia.—Chas. Coffman received fatal injuries while feeding a corn shredder Jan. 4. It is supposed he climbed up on the chute to fix something when his foot slipped or he attempted to push some stalks into the shredder with his left foot, that got caught and drew his leg into the machine, grinding it to a pulp and even lacerating his body. He soon became unconscious and died in a short time. He leaves a wife and four small children.

Ames, Ia.—The Iowa Grain Growers Ass'n was recently organized here at a meeting of about 400 of the leading oats growers. The new organization will aid the work of breeding improved varieties of oats. Professor Bell of Ames was elected sec'y. Among those who addressed the short course men were Geo. A. Wells, sec'y of the Western Grain Dealers Ass'n, and E. J. McVann, sec'y of the Omaha Grain Exchange.

Waterloo, Ia.—Harry E. Gale, the well known grain man, who has represented Crighton & Co. for a number of years, is now associated with Herron & Doty, correspondents for Ware & Leland, with offices at Cedar Rapids and Waterloo. Mr. Gale will make his headquarters at Waterloo and have charge of that office at room 520 Lafayette bldg., and expects to keep in touch with the trade in that vicinity by personal visits, correspondence and telephone.

KANSAS.

Rock Creek, Kan.—J. H. Dougan has sold his eltr. here.

Sylvia, Kan.—The Sylvia Mill & Eltr. Co. will erect a building for a 20,000-bu. eltr.

Clyde, Kan.—P. N. Mahon has completed his grain eltr. and has it in operation.

Marystown, Kan.—The T. H. Bunch Co. of Little Rock has moved its branch office at Holton to this place.

Robinson, Kan.—The Hinds-Lint Grain Co. has remodeled its eltr. and installed a 20-h.p. Witte kerosene engine.

Arkansas City, Kan.—H. F. Probst's gasoline storage house was burned Jan. 9 with small loss, but his eltr. was not damaged.

Netawaka, Kan.—G. W. Warner, of Beatrice, who recently bot the eltr. of J. O. Leeth, is overhauling its equipment. He will put in a 20-h.p. Witte Gasoline Engine to replace the steam engine formerly used.

McCune, Kan.—The machinery has been installed in the new mill of the N. M. Smith Grain Co., making it a first-class feed and corn meal mill.

Topeka, Kan.—Seed wheat, barley and oats will be hauled free of charge by the Rock Island and Missouri Pacific Roads to the western part of the state.

Wichita, Kan.—The proposed legislation to establish a state seed wheat commission was endorsed at the recent meeting of the Southern Kansas Millers Ass'n.

Cleveland, Kan.—Henry Bird has bot the eltrs. of J. F. Cheatum here and at Adams. These are both up-to-date plants. Mr. Bird will have his headquarters here. He was formerly mgr. of the grain and eltr. business of O. W. Hutchinson at Shattuck, Okla.

Hutchinson, Kan.—The Millers Grain Co. of this place has closed its office at Wichita and Dick Amerline, its former mgr. there, is now with the Kelly Bros. Grain Co. Mr. Amerline is a well-known grain man, having been mgr. of the office of the Independent Grain Co. here before he went to Wichita.

Topeka, Kan.—A drastic bill suppressing bucket-shops has been introduced in the Kansas legislature by Representative Merrill of Miami County. The gang of bucket-shoppers who infest Kansas City, Kan., and who fled to that city from the Missouri side, in the event of the enactment of the new law, will have to find another rendezvous.

Emporia, Kan.—Our alfalfa meal mill is nearing completion. In a few days we will begin putting in the machinery. Our capacity will be 20 tons per day of 10 hours. We will also put out mixed feed and corn chop. We are located just west of the stock yards on the A. T. & S. F. We will put in an eltr. a little later.—E. H. Thomas, sec'y Lakeside Milling and Eltr. Co.

Kansas City, Kan.—The Kansas law prohibiting dockage on grain by eltr. men, millers and other buyers, will soon be tested in that state. Amos Martin, proprietor of a chop mill in Kansas City, Kan., and a member of the Kansas City Board of Trade, will be arrested for violating the law. Habeas corpus proceedings will then be instituted in behalf of Mr. Martin, which will throw the matter into the supreme court.—Daily Drovers Telegram.

Newton, Kan.—The Consolidated Alfalfa Milling Co. incorporated with a capital stock of \$250,000, of which \$50,000 is paid up. The new company's object is to secure control of, build where necessary and operate a large chain of alfalfa mills in this state. Plants will be erected in alfalfa districts where mills are not yet established. The directors are: F. E. Munsell, cashier of the First National Bank of Herington; R. B. Christie, cashier of the Scott City Bank; and Dr. T. J. Axtell and Dr. John Grove of Newton.

Erie, Kan.—A new firm has been launched by F. A. Johnson of Johnson & Son and C. R. Fantia of Shaw, under the name of the Erie Grain & Lumber Co. Mr. Fantia has been in the grain business for some years and recently bot the eltr. formerly operated by the Chanute Grain Co. and J. Benedict & Co., also some lots which he has sold to Mr. Johnson so that he can move his lumber yard there from North Erie, and the two lines of the business can then be managed jointly, with each partner giving attention to his specialty.

Kansas City, Kan.—Representative J. T. White has been offered the position of Kansas chief grain inspector in place of John W. Radford. To command higher executive ability at the head of the department it is proposed to increase the salary from \$1,800 to \$2,500.

Topeka, Kan.—Shippers on several lines in this state have been put to much trouble and expense by unreasonable, arbitrary rules of railroad companies, by which it is sought to collect from shippers for the full carrying capacity of cars used, regardless of the shipper's needs or the car ordered. The I. C. C. in a late ruling held that where shippers ordered a car of certain capacity and the carrier neglected or refused to furnish such cars that they must charge only for the actual weights contained in the car with the minimum published in their regular tariff.—E. J. Smiley, sec'y Kansas Grain Dealers Ass'n.

Fort Scott, Kan.—John H. Mead, one of the pioneer business men of this place, has bot the entire grain establishment of Davis & Co., including the large store room and eltr. here and branch agencies at Hepler, Englevalle and Drywood, Kan.; Harwood, Horton, Dedrick and Nevada in Missouri and Welch in Oklahoma. Mr. Mead will have his son, Joe Mead, associated with him in the business that will be enlarged and extended to other places, under the name of Mead Grain Co. Mr. Davis withdrew from the business on account of continued ill health, after having been at its head for 37 years. Wm. Sexton, a negro, who has been with this establishment for 36 years, remains with the new owners.

Topeka, Kan.—The state tax commission has recently ruled that a farmer holding storage tickets for grain in an eltr. should be taxed on the credit, and that the debit of the eltr. company to the farmer should be offset against the credits of the eltr. company. The ruling was made on request by J. E. Conklin, county assessor at Hutchinson, who stated the question thus: "A farmer living in Reno county in the month of April, 1907, hauls his wheat to an elevator and mill in Rice county and takes weigh tickets as evidence of the delivery of the wheat with the understanding that the price of wheat is to be fixed at some future time optional with the farmer when he concludes the trade. In the meantime, the farmer agrees to pay a certain amount as storage charges. This particular wheat is ground up or shipped away at the pleasure of the eltr. man. The deal remains in this shape until after March 1, 1908, when the Rice county assessor calls on the eltr. man and lists the wheat in the name of the farmer. When the Reno county assessor calls on the farmer, the latter gives in the wheat and not the credit for it.

Fort Scott, Kan.—The expected death of John Wirt Davis of Davis & Co., a pioneer grain merchant and one of the business men that helped build up this city, occurred Jan. 16. Mr. Davis was in his 76th year, and his death is attributed to old age, senile decay. His strength and health began to fail two years ago, and he closed up his business with great difficulty, being barely able to attend the necessary meetings held at his office. As soon as the final deal was consummated, turning over his business to the Meads, as explained in another paragraph, Mr. Davis returned to his home and was unable to leave it thereafter. He steadily grew weaker till the end. He is survived by a widow, his second wife, whom he

married in 1897, his only child, a daughter, having died in 1888, and his first wife five years later. His widow is a sister of the John H. Mead who bot his business. Born in Paris, Ky., Mr. Davis came to Fort Scott in 1872 and at once engaged in the grain business that extended to several other places and earned for him a competence. He was as earnest a church worker as he was active in business, and his loss is deplored by a wide circle of friends whom he had helped both in and out of business.

ANNUAL MEETING KANSAS GRAIN DEALERS.

For the 11th annual meeting of the Kansas Grain Dealers Ass'n, to be held Feb. 2, 3 and 4 at the Railroad Club rooms, Kansas City, Mo., the following program has been arranged:

Tuesday Afternoon, Feb. 2.

Address of Welcome—F. G. Crowell, pres. Board of Trade.

Response—R. E. Cox, pres. K. G. D. A. President's Address—R. E. Cox, Elsmore.

Charging Interest on f. o. b. Drafts after Loading is Wrong—W. C. Brown, Palmer.

Time for Reinspection—C. A. Smith, Wellsville.

General Discussion.

Appointment of Comites.

Wednesday Morning, Feb. 3.

Sec'y's Annual Report—E. J. Smiley, Topeka.

Natural Shrinkage of Bulk Grain and How Determined—J. S. Tustin, Frit. Claim Agt., M. P. Ry., St. Louis.

Wednesday Afternoon, Feb. 3.

New Uniform B/L from Carrier's Standpoint—Jas. Webster, G. F. A., N. Y. C. & St. L. Ry., Toledo, O.

Objections to the New Uniform B/L from the Grain Dealers Standpoint—H. B. Dorsey, sec'y Texas Grain Dealers Ass'n, Ft. Worth, Tex.

Thursday Morning, Feb. 4.

Natural Outlet for Kansas Grain—W. F. McCullough, Pres. Wichita Board of Trade, Wichita.

Telephone and Telegraf Rates—J. C. Robb, Wichita.

Should the Kansas Grain Dealers Ass'n Present Bill to State Legislature Holding Railroads Responsible for Loss Sustained on Right-of-Way?—A. G. Dickinson, Humboldt.

Thursday Afternoon, Feb. 4.

When Should Interest Cease on Drafts on Consigned Grain?—Eugene Kelly, Wichita.

Sec'y's Financial Statement.

Reports of Auditing, Arbitration and Resolutions Comites.

Election of Officers.

New and Unfinished Business.

Adjourn.

All papers and addresses will be subject to pertinent discussion, and all dealers are requested to come prepared to take part in all discussions. The directors will meet in comite room at the Coates hotel 10 a. m., Tuesday, to hear complaints and dispose of current business. The arbitration comite will meet at 7 p. m. Tuesday to decide cases.

The visiting dealers will be entertained on Wednesday evening by the Railroad Club and on Thursday evening by the Board of Trade.

KENTUCKY.

LOUISVILLE LETTER.

Some of the flour mills which have been idle resumed running full time, which is an encouraging feature of the local grain situation.

It is said that many distilleries driven out of Tennessee by the adoption of the State-wide prohibition law there will locate in Kentucky, which should increase the consumption of corn considerably.

The Louisville grain market is still rather dull. The demand from the South is improving gradually, indicating that the surplus caused by the heavy crops last year has not yet been exhausted. Delay in starting some of the distilleries has also held down the demand.

Efforts are to be made by Commissioner of Agriculture M. C. Rankin, of Kentucky, to have more attention paid by Kentucky farmers to raising corn. He is getting samples of the best corn produced in the State, and is sending seeding corn of that kind to various sections.

The high price of corn and other depressing conditions have caused a good many of the distilleries to remain closed, and as yet the number in operation is not large. It is believed the middle of February will see most of them going. Some of those running are not producing a normal output.

"Business would be better," said a well-known local dealer, "if our market regulated our prices. On the other hand, prices are fixed by conditions not at all relevant to us. Therefore lack of demand in the Southeast does not cause prices to fall, which is the only thing which would tend to increase the demand."

Oscar Fenley, Pres. of the Kentucky Public Elevator Co., has been elected Pres. of the Louisville Clearing House, the choice being an exceptionally popular one. Mr. Fenley was chosen in his capacity of Pres. of the National Bank of Kentucky, a post to which he was elected following the annual stockholders' meeting.

William E. Castle, Sec. of Ballard & Ballard, one of the leading milling concerns, has been offered the position of manager of a milling firm and it is reported that he is considering severing his relations with the local firm. He has been secretary of Ballard's for 15 years, and in that capacity has had charge of the selling department.

Alfred Brandeis, Chairman of the grain committee of the Board of Trade, reported to the Board at its annual meeting that business had been much below 1907's record, and the movement had fallen off considerably. He said that the prospects for a better year are good, however. Mr. Brandeis was re-elected a director of the Board of Trade and it is understood will continue to act as chairman of the grain committee.

LOUISIANA.

Crowley, La.—Paul de V. Chaudron, Manager of the Jones Rice mill, died there Jan. 14, aged 59 years.—H.

Jennings, La.—O. W. Henderson has withdrawn from the Dunham Feed Co., which, hereafter, will be conducted by C. H. Dunham.—H.

Crowley, La.—At a meeting held here Jan. 16 a resolution was adopted by the Louisiana Rice Growers Ass'n proposing to combine with the Texas Rice Farmers Ass'n, the new association to be known as the Texas-Louisiana Rice Growers Ass'n, and H. Winn, of Lake Arthur, La., to be Pres., and A. E. Groves, of Houston, Tex., to be Sec.—H.

NEW ORLEANS LETTER.

Demand for No. 2, No. 1 and choice timothy hay is reported good, and the same is true of demand for alfalfa. Prairie hay is dull, and all low grades can be disposed of only with great difficulty.

Demand for oats is about on a level with that for all feeds, not up to the average in former years and confined principally to the city trade. No. 2 white oats are quoted at 55½ and No. 3 white oats at 54½.

Demand for bran improved following the holidays, but the week's advance in price resulted in orders becoming scarce. Soft winter wheat bran is quoted at \$1.19-1.20, and hard winter wheat bran is selling 1 to 2 cents below these prices.

A fair demand for corn for feed purposes, but trade is confined principally to the city, that from the surrounding territory being below the average for this season of the year. Yellow corn is selling at 66 cents and mixed at 65½ cents, in bulk.

New Orleans grain dealers are anxious that substitution of corn for cotton shall be fostered, because the growing of corn in large quantities in Louisiana would give them what they do not now have—a territory of their own from which to draw supplies.

While on a trip to New Orleans recently, President J. T. Harahan, of the Illinois Central, declared "Prospects for considerable corn moving through New Orleans for export this season are slim, unless there is a reduction in price in the near future. There is plenty of corn of excellent quality available for export, but the prices are prohibitive."

That there will be no early inauguration of the Frisco's new service into New Orleans is assured by the fact that the Illinois Central has appealed from the decision of the Civil District Court which declared in favor of the Frisco in the litigation involving the use of the Yazoo and Mississippi Valley's tracks between Baton Rouge and New Orleans.

Exports of corn Jan. 1-20, inclusive, were 695,560 bushels, and exports of wheat for the same period were 16,000 bushels. Inward inspection, Jan. 1-20, inclusive, showed 11 cars of export wheat; 386 cars of export corn; 46 cars of local corn and 36 cars of local oats. Stocks Jan. 20 were: Stuyvesant Docks, 305,000 bushels of wheat and 361,000 bushels of corn; Westwego, 66,000 bushels of wheat and 30,000 bushels of corn; Chalmette, 2,000 bushels of wheat.

At the annual election of the Board of Trade Jan. 11, C. H. Ellis, Manager of the United Fruit Co.'s steamship line, was elected Pres. to succeed Henry B. Schreiber, who served two terms, and A. F. Leonhardt, who has for several years been Chairman of the grain committee of the exchange, was elected First Vice Pres. over J. W. Porch. Mr. Schreiber was elected a director, and E. F. Kohnke, flour merchant, and S. Locke Breaux, rice broker, were also elected directors.

The indications are that the movement to substitute corn for cotton in the sections of Louisiana infested by the cotton boll weevil will assume important proportions in time to make itself felt on this season's crop. The lead in the movement has been taken by Julius Weis & Co., one of the oldest cotton houses in New Orleans. It is now proposed by this firm to erect two grain elevators in Louisiana, one at Lake End, near Shreveport,

and another at Baton Rouge Junction, with the view of handling corn which they propose to plant on their own lands and such corn as may be tendered them by other planters. A movement has also been started to induce the U. S. Department of Agriculture to establish an experiment station in the Red River Valley, in order that it may be determined what these lands and those of the Mississippi Valley are capable of producing in the way of grain. The Louisiana delegation in Congress has been asked to press the matter.

That corn of a very fine quality can be produced in Louisiana is the opinion of Chief Grain Inspector W. L. Richeson, of the Board of Trade, who recently prepared a statement on the matter at the request of various planters. In the statement Mr. Richeson says: "Within the last month this office has been submitted samples of ear corn said to have been raised in Louisiana, and upon careful examination and analysis I was surprised to find that the quality and condition is such as to render it about perfect, in my opinion, and is far superior to the corn handled through here that originates in Illinois, Nebraska, Iowa and even Oklahoma. The samples submitted indicate to what extent the soil of this state is adapted to the cultivation of this product. By the enclosed certificates of analysis of the U. S. Government Laboratory you will see that my opinion as to its quality and condition is fully borne out. Your attention is called to the moisture content, shown as being 11.50 per cent, thereby making this corn most suitable for export to all parts of the world. The fact that dryness is the principal factor to insure safe carrying of corn would make Louisiana's product the safest and most desirable for export, and it should command a premium over other American corn."—H.

MARYLAND.

Elkton, Md.—Wm. Sterling Evans has succeeded Evans & Vinsinger, operating a general warehouse and dealing in flour, feed, lumber wood and coal.—W. S. E.

BALTIMORE LETTER.

Theodore G. Lurman was elected a member of the Chamber of Commerce at a recent meeting of the board of directors.

The following have been nominated for directors of the Chamber of Commerce: Wm. M. Knight, J. Collin Vincent, Douglas M. Wylie, Richard H. Diggs and Wm. T. Schackelford.

Mr. Vincent, chairman of the corn committee of the Chamber of Commerce, was greatly pleased with the electric moisture tester exhibited by Professor Zeleny, and purchased the machine.

A committee from the Chamber of Commerce went to Washington, Jan. 13, to protest against the scaleage deduction on grain stored in the Baltimore & Ohio and Northern Central Eltr. The Interstate Commerce Commission heard argument by the representatives of railroads also and took the question under advisement, with prospects that a decision will be given in a month.

MICHIGAN.

Owosso, Mich.—The injunction suit by C. H. Barrett to restrain H. N. Ainsworth from engaging in the grain business after he had sold his eltr. was recently argued in the Supreme Court, to which Mr. Ainsworth had taken an appeal from the order granted Mr. Barrett by the Shiawassee County circuit court.

Detroit, Mich.—The midwinter meeting of the Michigan Bean Jobbers Ass'n will be held at the Cadillac hotel, this city, on Jan. 27 and 28.

Shepherd, Mich.—The eltr. and contents belonging to M. E. Walker burned Jan. 8; partly insured.—L. B. Leonard, Forest Hill, Mich.

Forest Hill, Mich.—I am getting material on the ground to rebuild my eltr., burned Dec. 16, while in process of construction, as soon as weather permits.—L. B. Leonard.

MINNESOTA.

Atwater, Minn.—The Interstate Grain Co. closed its eltr. here Jan. 1.—G. F. Jones, mgr.

Minneiska, Minn.—I have removed from Elgin to this place, but am still with the Western Eltr. Co.—J. W. Canfield.

Osseo, Minn.—An effort is being made by Edward Egan and C. M. Curtis to secure \$10,000 to erect a screenings eltr.

Hancock, Minn.—The Duluth Eltr. Co. has closed its eltr. here for the season.—John A. Johnson, mgr. Hancock Market Co.

Duluth, Minn.—The Great Northern R. R. is having plans prepared by Max Toltz, of Chicago, for a 2,500,000-bu. concrete eltr.

Representative Rodenberg has introduced a bill, H. F. No. 124, in the Minnesota legislature, prohibiting bucket-shops.

Hadley, Minn.—Chas. Lowe has taken the place of F. C. Bennett, resigned, at the eltr. of the Parker Eltr. Co.—W. A. Forsaith.

Duluth, Minn.—The assessment on members of the Board of Trade for 1909 has been fixed at \$75, with a rebate of \$15 if paid before Jan. 20.

Little Falls, Minn.—Chas. Barnhart has resigned his position as buyer for the eltr. of the Retail Merchants Ass'n. He expects to spend the winter in Mexico.

Audubon, Minn.—The Monarch Eltr. Co. has decided to close its house here as soon as it is able to get a clean cut off.—H. A. Halvorson, mgr. Farmers Eltr. Co.

Sherburn, Minn.—Geo. Lester has been appointed receiver of the Alliance Eltr. & Milling Co.—A. D. Packard & Son will build a fine new eltr. during the coming summer.

Arco, Minn.—I have taken possession of the eltr. of W. J. Tollefson & Co. and expect to make some changes; will open the house about March 1st.—J. W. Rademacher.

Rochester, Minn.—I have bot the eltr. and coal yards of H. M. Dixon and will continue the business under my own name. I do not contemplate any improvements this season.—J. C. Tracy.

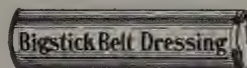
Duluth, Minn.—J. F. McCarthy, a local grain man, was married recently in Chicago to Miss Mary Wertin of Hancock, Mich. They immediately started for Europe for a trip of several months.

Appleton, Minn.—I am still with the Monarch Eltr. Co. As business is rather light it expects to close this house in a short time. It has closed a number of houses along the line and expects to close more.—C. Sallen.

Parkers Prairie, Minn.—F. A. Theis, agt. of the Northland Eltr. Co., at the time, has been acquitted of the charge of stealing a carload of wheat one night from the eltr. of the Woodworth Eltr. Co. and loading the grain into a car on track at the Northland house.

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Halstad, Minn.—The eltr. of the Minneapolis & Northern Eltr. Co. closed Dec. 15, '08; and that of the Northwestern Eltr. closed Dec. 31.—Nils K. Moe, agt. Crookston Milling Co., Climax, Minn.

Duluth, Minn.—The clearing ass'n of the Board of Trade has elected the following directors: S. H. Jones, J. A. Todd, G. H. Spencer, G. G. Barnum, J. F. McCarty, W. C. Poehler and Thos. Gibson.

Carthage Jct. Sta., East Grand Forks, Minn.—The eltr. of the Monarch Eltr. Co. will probably be closed in the near future, as Local Agt. Elwood and Chief Engineer Melby are taking the equipment to Grand Forks, N. D.

Representative C. M. Bendixen of Morgan, Minn., has introduced a bill in the legislature providing a fine of \$5,000 for any corporation paying different prices in different localities for grain, after making allowance for difference in quality and the cost of transportation.

Duluth, Minn.—The Minneapolis Steel & Machinery Co. has been given the contract for furnishing the new engine for eltr. "D" of the Consolidated Eltr. Co. They will install a 20 and 52x48-inch vertical tandem compound Twin City corliss engine with fly wheel 16 feet in diameter, grooved for twenty-two 2-inch ropes. The entire engine will be completed by April.

Duluth, Minn.—Spencer, Moore & Co. made an assignment Jan. 12 to E. A. Forsyth, mgr. of the firm. Its trades in the clearing house were taken over by A. D. Thomson & Co. The suspension is due to inability to meet margin calls in outside markets, and rumors that the firm was in the market on its own account are denied. Geo. Spencer and Watson S. Moore composed the firm. Mr. Moore said: "A consultation between the heaviest creditors was held and arrangements have been made for the resumption of business and the payment of all claims in full. Creditors and other business connections and associates in the grain business have shown a generous spirit."

MINNEAPOLIS LETTER.

I think the federal government should have the grading of grain.—Thos. Hanson.

Shipments of linseed oil cake from the oil mills of Minneapolis during 1908 amounted to 311,777,000 lbs., an increase of 75,342,000 lbs. over 1907. The 7,795 cars were shipped to all parts of the United States and to Europe.

The Northern Demurrage Bureau has written the trade in favor of a definite understanding as to who owns the grain doors in cars switched from eltrs. to local mills. The millers are said to appropriate the doors to their own use.

The proposition to erect the addition to the Chamber of Commerce building was carried by a vote of 357 to 41. Prospective tenants have already made application for 8 of the 10 floors of the new building. The cost will be met by an issue of bonds instead of an assessment of the members, and it is thought that the revenue will pay off the bonds in 20 years.

At the recent annual meeting of the Minnesota Farmers Eltr. Ass'n it was voted to change the name to Farmers Grain Dealers Ass'n. Officers were elected as follows: President, L. A. Smith, Truman; vice presidents, J. C. Nolan of Waverly and S. L. Chapin of Luverne; treasurer, J. F. Delaney, Hatfield; secretary, R. L. Johnson, Austin. The next meeting will be held at Minneapolis the third Thursday in January, 1910.

The surety companies that bond the employees of the state grain inspection and weighing departments have decided to advance the premium from \$5 to \$12.50 per \$1,000. The bonds are for \$5,000 each. No suit has ever been brot to recover under these bonds.

A new malting corporation, the Consumers Malting Co., will construct a modern malting plant in Southeast Minneapolis. Both local and outside capital will be interested. O. G. Blair, who has been superintendent of the Electric Malting Co., will have an active part in the new concern.

MISSOURI.

Center, Mo.—We are thinking of building a new eltr. in the spring.—J. C. Gillam, Gillam & Martin.

Darlington, Mo.—I bot out T. B. Kidney, scales and grain warehouse having a capacity of 4,000 bus., when he was appointed postmaster.—Geo. W. Hawkins.

Evona Sta., Albany p. o., Mo.—I have bot the scales at this small station on the Wabash and am handling the grain here as well as at Darlington.—Geo. W. Hawkins.

Gregory Landing, Mo.—We are building an eltr. at our station, having a capacity of 16,000 bus.; and will soon be ready to put in the machinery.—The Rud-dick Co.

Sikeston, Mo.—Eltr. "B" adjoining the mill of the Scott County Milling Co., burned on the night of Jan. 8, damaging 25,000 bus. of wheat. L. R. Bowman, the company's sec'y, estimates the loss at \$20,000 with no insurance on either eltr. or contents. The mill escaped damage. This company owns and operates mills here and at Oran and Dexter, Mo.

St. Joseph, Mo.—Early in the morning of Jan. 8 the night watchman at the Burlington Eltr., owned and operated by R. J. Brunswick, discovered a fire in the partition between the coal bunkers and the dust room, that threatened to become serious. In putting it out the dust tubes were displaced and the eltr. could not run till they were repaired. Damage not more than \$200.

Jefferson City, Mo.—A conference on grain weighing and inspection was held here Jan. 13 between the state railroad and warehouse commissioners and Atty. R. F. Walker, John Dower, and Geo. Martin of the St. Louis Merchants Exchange, and A. J. Poor and J. G. Goodwin of the Kansas City Board of Trade. It is desired to retain the state grain inspection but to do away with state weighing as a useless expense.

ST. LOUIS LETTER.

Philip H. Brockmann of the Brockmann Commission Co. has brot suit against the United Ry. Co. for \$25,000 damages for injuries sustained Aug. 2 last, by an automobile, in which he was riding, being struck by a car. Both of his legs were broken.

The Merchants Exchange has elected the following directors: Edward Devoy, Robert W. Pommer, J. L. Messmore, W. A. Miller, Henry C. Schultz. Committee on appeals—Daniel P. Byrne, W. B. Keeble, Ben S. Lang, Louis A. Jasper, O. A. Orvis, Cary H. Bacon, F. W. Hoffman, H. E. Papin, K. B. Hannigan, Fred S. Plant, J. W. Beck, Samuel Plant. Committee on arbitration—H. F. Ketchum, H. N. Manning, H. J. McGee, H. J. Berry, C. F. Beardsley, F. C. Orthwein, F. P. Brockmann, F. W. Seele, Ray L. Depew, James M. Gettys.

Picker & Beardsley have adopted for use in their business the official confirmation blank of the Grain Dealers National Ass'n.

John Dower, supervisor of the Merchants Exchange Department of Weights, reports that during December the following cars were found in bad order or not properly sealed at the different eltrs., track scales and hold tracks: Leaking grain doors, 605; leaking over grain doors, 63; leaking boxes, 1,518; leaking end windows, 120; cars not sealed, 734; end windows not sealed, 378; end windows open, 95 cars.

Nearly all of the receivers and shippers of grain, who do business in St. Louis met at a banquet at the Missouri Athletic Club, Thursday night, Jan. 21, and organized "The St. Louis Grain Club" for the purpose of bringing together those who are connected with the cash grain trade; to secure closer business and social relations, to correct abuses, to supervise traffic matters, and for the general exploitation of the grain business. John L. Messmore was chosen as chairman of the meeting and also acted as toastmaster. Thomas B. Teasdale of the J. H. Teasdale Commission Co., was elected president of the club; B. H. Lang of B. H. Lang & Co., was chosen as vice-pres., and B. L. Slack of the Slack-Fuller Grain Co., sec'y and treas. The affairs of the new organization were placed in the hands of an Executive Board of which Pres. Teasdale and Vice-Pres. Lang are ex-officio members, and the others are: E. L. Waggoner, Marshall Hall, of the W. L. Green Commission Co.; W. H. Danforth, F. W. Seele, and John L. Messmore. "The St. Louis Grain Club" is fashioned on the lines of the "St. Louis Miller's Club" and already includes in its membership nearly every prominent grain receiving and shipping house in this city. It is the purpose of the club to give a banquet to its members every sixty days, and as the last was such an enjoyable affair, the next is looked forward to with great interest. The arrangements for the organization of the club were practically completed at a previous meeting.

KANSAS CITY LETTER.

Robert A. Potts has been dropped from the position of deputy state grain inspector.

C. D. Babb has sold his membership in the Kansas City Board of Trade to G. C. Adams of the Geo. A. Adams Grain Co.

Trades in this market for future delivery have grown to a considerable volume. Some of the large exporting firms that formerly did their hedging at Chicago now are giving their business to this market.

The National Alfalfa Meal Millers Ass'n will meet at the Savoy hotel, this city, Feb. 2. As an auxiliary to the National the Kansas City Alfalfa Meal Ass'n has been organized with H. D. Yoder pres. and J. D. Russell sec'y.

The Kansas City Board of Trade has elected the following officers for 1909: F. G. Crowell, pres.; C. W. Lonsdale, first vice-pres.; C. P. Moss, second vice-pres.. Directors for two years: E. O. Bragg, O. V. Dodge, R. E. Kidder, N. J. Simonds, R. J. Thresher, C. E. Watkins. The directors holding over are Samuel Hardin, J. A. McLiney, A. I. Poor, J. E. Rahm, E. B. Russell, J. Sidney Smith, E. D. Bigelow was reappointed sec'y. The appeals committee as appointed by Pres. Crowell is composed of H. J. Dffenbaugh, L. S. Mohr, A. C. Davis, C. T. Neal and L. A. Fuller.

W. C. Goffe of the Goffe & Carkener Co. has been appointed receiver of the Dayton-Otis Grain Co. The Terminal Eltr. Co. has petitioned the court for a special examination of the books.

Kansas City, Mo.—Wm. J. Graham, for 17 years connected with the Kansas State Grain Inspection Department, has resigned and has entered the employ of the Hall-Baker Grain Co., for whom he will superintend the loading and unloading of grain. Mr. Graham has made an enviable record as supervising inspector, his ability as a judge of grain having caused him to be mentioned for the position of chief grain inspector of Kansas, an office now occupied by John W. Radford, who has named M. M. Mosier to succeed Mr. Graham. Governor Stubbs has his appointment under advisement.

NEBRASKA.

Kearney, Neb.—The Kearney Flour Mills have bot a Hall Signaling Grain Distributor.

Elwood, Neb.—The McConaughy Grain Co. has bot the eltr. and grain business of W. M. Bruce.

Loma, Neb.—Frank A. Engler has resigned his position with the Trans-Mississippi Grain Co.

Genoa, Neb.—H. Holm has succeeded S. D. Many, resigned, as mgr. of the eltr. of the Western Grain Co.

Exeter, Neb.—Geo. Horton has succeeded Victor Uridt at the eltr. of the Nye Schneider Fowler Co.

Alexandria, Neb.—I. Selleg has been employed as mgr. of the Farmers Protective Eltr. Ass'n for the present year.

Dalton, Neb.—A meeting will be held here to organize a farmers eltr. company. The organizers intend to build another eltr. here.

Columbus, Neb.—The T. B. Hord Grain Co. has completed its large cribbed eltr.; capacity, 250,000 bus.—J. H. Swallow, Wahoo, Neb.

Kearney, Neb.—H. Chapman is no longer traveling auditor for the Trans-Mississippi Grain Co. He has taken a position as solicitor.

Mead, Neb.—Carlson & Co. have installed a new gasoline engine and are remodeling the interior of their eltr.—J. H. Swallow, Wahoo, Neb.

Gladstone, Neb.—F. W. and W. J. Lowe of Fairbury have bot and taken possession of the grain and lumber business here of A. C. Boniwitz.

Meadow Grove, Neb.—I have resigned as agt. for the Trans-Mississippi Grain Co. and am now at Cody. My successor here is G. Wiess.—Wm. Jebens.

Ulysses, Neb.—Geo. L. Smith has bot the half interest of Z. Coleman in the eltr. of Lemmon & Coleman. The new firm's name is Lemmon & Smith.

Omaha, Neb.—Frank H. Brown, the former sec'y of the company, has bot the interests of James H. Hamilton in the J. H. Hamilton Grain Co., which will confine its operations to a receiving business.

Wilber, Neb.—Mr. Honzik has left his position in the Bank of Wilber to take that of mgr. for the Farmers Eltr. Co., retaining his holdings as a stockholder and his office as vice-president in the bank.

Bertrand, Neb.—C. B. Seldomridge has bot the eltr. and grain business of W. M. Bruce, who is going out of the grain business. Except for a short time during the nineties Mr. Bruce has been one of the active grain buyers of this place ever since the town started.

Trenton, Neb.—We have succeeded H. C. Blanchard & Co. in the ownership and operation of the 10,000-bu. eltr. on the C., B. & Q.—Benedict-Blanchard Co.

Lincoln, Neb.—One hundred and fifty-four representatives of the farmers eltr. companies of Nebraska attended their annual meeting in this city Jan. 19.

Tecumseh, Neb.—E. E. Griffin, at one time in the stock and grain business in this county, who moved to Pensacola, Fla., died at his home there recently. He has many friends in this section to regret his death.

Newman Grove, Neb.—At the adjourned annual meeting of the stockholders of the Farmers Milling & Eltr. Co. a resolution was passed authorizing the directors to sell the mill and eltr. to the highest bidder.

Hadar, Neb.—As \$5,000 worth of stock had been subscribed, a meeting of the stockholders was called for Jan. 23 to effect the organization of the Farmers Eltr. & Grain Co., that is planning to build a new eltr. here.

Indianola, Neb.—Milling in transit privileges on grain west bound were granted this city recently by the state railroad commission. The privilege will apply on grain from as far east as Cambridge, Hastings, Red Cloud and Bladen.

Ponca, Neb.—The Farmers Mill & Eltr. Co. has recovered judgment against A. H. Maskell for non-payment of his stock subscription. A score of others who have not paid have joined in his defense, on an appeal to the district court.

Crete, Neb.—C. B. Goodell and wife have moved to Waurika, Okla., where they will make their future home. Mr. Goodell was in the grain and banking business here for ten years, but the eltr. of the Hopkins-Goodell Co. was recently sold to the Ewart Grain Co.

Omaha, Neb.—Correcting a statement in the Iowa news Dec. 10 we wish to say that on Nov. 1 the Droge-Kiddle Grain Co. was dissolved and E. J. Kiddle took the grain part of the business at Omaha and is still running under the former name of Kiddle Grain Co. In the dissolution Droge Bros. took the flour and feed store.—Kiddle Grain Co.

Central City, Neb.—T. B. Hord of the grain company that bears his name, widely known as the largest cattle feeder in the world, and extensively interested in grain eltrs. in this state and in Iowa, suffered a stroke of paralysis, Jan. 9, and is reported to be in a serious condition tho his ultimate recovery is expected. He had been feeling well and had just eaten a hearty supper when the stroke came as he was getting up from the table.

Lincoln, Neb.—Representative Noyes of Cass county has introduced a reciprocal demurrage bill in the house providing that freight shall be carried forward at least 60 miles per 24 hours, under penalty of \$1 per day for delay. Railroads must notify consignees within 24 hours after the receipt of freight with a statement of the freight bill, or failure to do so the same penalty as for delay attaches. Railroads shall deliver to their own warehouses or in case of shipments for track delivery to an accessible place for unloading within 24 hours after arrival. Failure to do this subjects the railroads to a forfeit of \$1 a day in addition to damages to consignee. The shipper shall have 48 hours for unloading cars of 60,000 pounds capacity and 72 hours for loading or unloading cars of over 60,000 pounds capacity. Failure to keep within this limit subjects the shipper to a forfeit of \$2 a day.

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NEW ENGLAND.

Plymouth, N. H.—B. W. Moulton has purchased the grain business of A. S. Homer & Co.

Pittsford, Vt.—P. O. Eddy and Wm. Baird have bot the grain business of Ray & McCormick.

Harrison, Me.—Chas. Fox has started a grain business here and has installed B. Hill as mgr.

Boston, Mass.—The Merchants Ass'n and the Chamber of Commerce have voted to consolidate under the name of the latter.

Newburyport, Mass.—Knight Grain Co. incorporated to do a general grain business; capital, \$10,000. Hale Knight, pres.; Wm. H. Knight, treas.; Annie H. Knight, clerk.

Cambridge, Mass.—Proctor Bros. Grain Co. incorporated by George O. Proctor pres. and treas. and G. Waldo Proctor clerk and assistant treas., to do a general grain business; capital stock, \$10,000.

Portland, Me.—The reappointment of R. Sharpe as grain inspector has been recommended by the grain inspection committee of the exchange. Of the 7,424,994 bus. of grain exported during 1908 Mr. Sharpe had inspected only 1,000,000 bus.

Beverly, Mass.—A. Dodge & Son Co. incorporated to deal in grains and farm supplies; capital, \$30,000. Albert Dodge, Philadelphia, pres.; Chester P. Dodge, Winchester, vice pres.; Myrtle W. Carr, Beverly, treas.; Walter C. King, Gloucester, clerk.

Hartford, Conn.—The Meech & Stoddard Co. has bot the property adjacent to its plant here to enlarge its grain handling facilities. It is arranging for storage capacity for more than 100 cars of grain, including a private storage track to hold 12 cars.

Boston, Mass.—At the annual meeting of the New England Grain Dealers Mutual Fire Ins. Co., Jan. 11, the old directors were re-elected for a three year term. Sec'y A. Shirley Ladd reported a gratifying increase in the volume of business, the amount at risk being \$1,615,372. Dividends of 10 per cent have been paid.

NEW JERSEY.

Jersey City, N. J.—The embargo placed on shipments of grains from Pennsylvania on account of the hoof and mouth disease has been raised by the state of New Jersey. The quarantine is still enforced against hay and straw.

NEW YORK.

Waverly, N. Y.—Cyrus F. Dyer is head of the new firm of Dyer & Sons, shippers and wholesale jobbers of flour, feed, grain and hay.

The Public Service Commission has served notice upon the railroads that their rule, effective Jan. 1, requiring shippers to unload freight carried at carload rates is unreasonable.

New York, N. Y.—Wm. L. Sweet and Wm. L. Sweet, Jr., who have conducted a grain business on the New York Produce Exchange under the firm name of C. C. Sweet & Co., changed this name, Jan. 1, to W. L. Sweet & Co.

New York, N. Y.—Otto Keusch has been spending the holidays in Europe with his brother Ernest at Davos Dorf, Switzerland. He is expected to return the latter part of January by way of Liverpool. I have been taking care of the business for Mr. Keusch during his absence.—Geo. A. Brower.

Albany, N. Y.—The grades of grain approved by the Grain Dealers National Ass'n have been adopted by the Albany Board of Trade, effective July 1, 1909.

Ticonderoga, N. Y.—During the past summer we have added a new storehouse of 200 tons capacity to our plant. We have also installed a 25-h. p. General Electric Co. motor in the place of the steam power we had been using, with current at 3c. per kilowatt hour. We find this the cheapest power we have ever used.—Holden & Foster.

BUFFALO LETTER.

The local grain market is pretty steady, but trade is dull and the average dealer says that he has very little to do. At the same time dealers seem to think that there is a better tone to the business.

Work on the new 6000-bbl. flour mill for the Washburn-Crosby Co. has been pushed as rapidly as possible during the open weather this winter and it is expected that it will be in operation by the first of July.

Junius S. Smith has been reappointed lake weighmaster for the Corn Exchange. He reports the average shortage of vessels unloaded at Buffalo as less than 1/2 of a bushel per 1,000 bus., during 1908; compared with a peck per 1,000 bus. during 1907.

The state millers are still depending upon western wheat because they are afraid to buy the state wheat, a large part of it being badly sprouted. Then, too, there are complaints that the farmers are asking more money for their wheat than it is worth, but it looks now as if many of them would hold it for a while.

H. G. Anderson, whose eltr. on the Canadian side of the International Bridge was destroyed by fire a few weeks ago, has got to go thru a law suit before he can begin the rebuild of it, arising from some technical mistake in his insurance policy, which it is understood was the fault of the agent who made it out. This is quite a disappointment to Mr. Anderson for he expected to have the rebuilding operations well under way by spring. *Moral:* Insure in a good mutual.

So far 7 of the 54 winter-grain cargoes in this harbor have been unloaded and a number of others have been partly unloaded, which at least is a fair showing of the eastward movement of grain, for some winters cargoes are held until forced out by the end of the season which is usually April 15. The plan is to bring a vessel inside whenever any grain is to be had, take out the consignment and return her to the breakwater. A vessel agent says that agents are about as busy looking after winter cargoes as they were taking care of the summer ones.—J. C.

NORTH DAKOTA.

Oriska, N. D.—C. C. Wiemals is the new agt. of the Monarch Eltr. Co.

Harvey, N. D.—Fisher & Gutschmidt have bot the eltr. of A. Schatz & Son.

Rugby, N. D.—Wm. Pfau has resigned as mgr. at the eltr. of the Imperial Eltr. Co.

Grand Forks, N. D.—Wm. Sorenson has succeeded Mr. Wallace as mgr. of the Red River Transportation Co. that operates a line of steamboats, barges and eltrs. on the river.

Lisbon, N. D.—This company will build a 40,000-bu. annex in the spring, giving us a total capacity of 75,000 bus.—O. A. Kneeland, mgr. Farmers Eltr. & Mercantile Co.

Colfax, N. D.—D. McMaster is the new buyer for the St. Anthony & Dakota Eltr. Co. and not Mr. McNanigan, as reported Dec. 25 in this column.

Stanley, N. D.—G. Anderson, agt. of the Andrews Grain Co., has been transferred to De Lamere to take charge of the company's eltr. there.

Bathgate, N. D.—The eltr. of the Thorpe Eltr. Co., containing 3,000 bus. of grain, burned Jan. 7. Total loss, between \$7,000 and \$8,000, is covered by insurance.

Fargo, N. D.—Farmers of Clay and adjoining counties are acquiring a number of eltrs. that are being placed on the market. They are being stimulated by O. G. Major, the well known agitator of farmers eltrs. in this state.

Berea sta., Valley City p. o., N. D.—The eltr. of the Powers Eltr. Co. burned to the ground recently, destroying about 3,000 bus. of grain and a car load of flax. It is reported that the company will rebuild in the spring.

Bismarck, N. D.—An amendment to the state constitution has been presented by Senator Duis to permit the state to erect and operate a government grain eltr. in Minnesota or Wisconsin, and to establish a North Dakota system of grain inspection.

OHIO.

Ingomar, O.—The Payne & Eichenberry Co. has succeeded the Camden Eltr. Co.

Gettysburg, O.—Myers & Myers have sold their eltr. to County Treas. Burns and brother.

Zanesfield, O.—J. W. Small has succeeded Weltmer & Campbell.—Colton Bros. Co., Bellefontaine, O.

Butler, O.—Arthur, Samuel and Albert Augst, on Jan. 16 bot the eltr. of A. Lanehart at assignee's sale for \$7,300.

Hamilton, O.—E. A. Shedd & Co. of Chicago have bot the property of the Semler Milling Co. at auction for \$17,480.

Toledo, O.—J. F. Zahm & Co. received a car of "skunk" wheat Jan. 21, the perfume of which they declare was the "lim-it."

Chillicothe, O.—The Scioto Grain Co. has sold its eltr. to the Norfolk & Western R. R. and will discontinue business Jan. 31.

Deshler, O.—The Morton Grain Co. is successor to Southworth-Rice Grain Co., and operates the 65,000-bu. eltr. on the C. H. & D.

Loudenville, O.—The eltr. of H. H. Troxell & Co. has been sold to S. S. Nau and Clark Lutz.—J. F. Jones & Son, Perrysville, O.

Centerburg, O.—The firm of J. R. Alsdorf & Son has sold out to T. D. Uppike & Son and has quit business.—T. D. Uppike & Son.

New Bavaria, O.—Diedrick & Diemer have a grain house here with a capacity of 10,000 bus.—Peter Hornung, agt. Morrison & Thompson Co.

North Creek, O.—Morrison & Thompson Co. have a house in this place of 8,000 bus. capacity.—Peter Hornung, agt. M. & T. Co., New Bavaria, O.

Troy, O.—I am embarking in the milling and grain business in this place.—J. B. Hurst, pres. and gen'l. mgr. Hurst Machinery Co., Middleboro, Ky.

Perrysville, O.—The eltr. of J. F. Jones & Son is located at this place instead of at Perrysburg as erroneously stated in the list of Ohio's regular grain shippers.

McGuffey, O.—I have erected a 30,000-bu. house at McGuffey which I believe takes the prize over any in Hardin County.—Reed Dunlap, successor to Dunlap Bros.

West Unity, O.—I have just installed in my eltr. on the Cincinnati Northern a new 5-ton compound beam wagon scale and am erecting a modern office.—H. C. Dachsteiner.

Toledo, O.—Geo. Gassaway, for many years identified with the grain trade of this city, died Jan. 21, aged 87 years. He is survived by his son, Archibald, who is sec'y of the Produce Exchange.

Jeffersonville, O., R. F. D. No. 1—I am the only dealer at Bookwalter, having bot Stoughtons' interest in the grain business. Scoopers are trying to load ear corn and are making me trouble.—Samuel Coil.

Toledo, O.—Frank I. King, the newly elected pres. of the Produce Exchange, gave a banquet on the evening of Jan. 4 to about 45 grain dealers, at which the possibilities of the Toledo grain market were discussed.

Louisville, O.—The safe of the Louisville Milling & Eltr. Co. was blown out on the night of Jan. 5 and \$200 cash taken. The entire fore part of the safe was blown off, indicating that a heavy charge of explosive was used. Articles about the office were scattered in all directions.

Toledo, O.—The Produce Exchange has named the following committees for 1909: Handling off grades, Fred Mayer, J. W. Young, F. W. Rundell, J. C. Keller, E. L. Camp, W. H. Haskell, R. L. Burge, Weights, K. D. Keilholtz, F. W. Rundell, A. W. Boardman, H. D. Raddatz, E. L. Camp. Elevators, C. L. Cutter, H. W. DeVore, C. S. Coup. Wheat and rye inspection, C. L. Cutter, W. W. Cummings, J. C. Keller, E. L. Southworth, F. O. Paddock, Fred Mayer, F. W. Annin. Corn and oats inspection, E. L. Southworth, J. E. Rundell, J. W. Young, W. H. Haskell, H. W. DeVore, E. L. Camp, W. E. Tompkins.

CINCINNATI LETTER.

Jas. A. Loudon has been elected by the directors an honorary life member of the Chamber of Commerce.

The rumored merger of several of the leading firms here is not expected by those concerned to be consummated. The promoter is Atty. McVeigh of Dayton, O.

It is a hard pull for business. The farmers won't sell their grain, and when they do there is no demand for it. The temperature wave has hurt Cin'ti business to some extent. An especially good corn crop in Tenn. has cut down the demand.—F. E. Fleming.

The Chamber of Commerce at its annual election Jan. 13 chose the following officers: Chas. E. Roth, pres.; H. C. Whitstone, vice pres.; F. Guckenberger, sec'y; Geo. Zehler, treas. John De Mole, who was elected a director, will look after the grain men's interests.

The grain dealers, members of the Chamber of Commerce, met recently to formulate a protest against the order by the railroads compelling surrender of B/L before a car can be opened. In this market are a number of cars now tied up in the railroad yards because of the enforcement of the rule. On Jan. 15 29 cars of grain and hay were tied up in the yards of the Big Four and 13 in the yards of the Pennsylvania Road because of the refusal of the railroads to allow the inspectors of the Chamber of Commerce to break the seals. Paying for the

grain before inspection of contents of car, it is alleged by the objectors to the new rule, will give a wide field for fraud. The protest against the order will be submitted by the directors of the Chamber of Commerce to the Interstate Commerce Commission at Washington.

OKLAHOMA.

Covington, Okla.—R. R. Thorp has succeeded G. G. Black.

Perry, Okla.—The eltr. of E. J. Miller burned recently. Loss total on building.

Oklahoma City, Okla.—The R. E. Robey Grain Co. has had J. A. Horn install a new snapped corn sheller.

Hobart, Okla.—The Alfalfa Milling Co. is installing a large power corn sheller and will buy and shell its own corn.

Geary, Okla.—The El Reno Mill & Eltr. Co. has had J. A. Horn make extensive improvements in its plant here.

Amber, Okla.—H. W. Cole has installed in his plant a new Avery Automatic Scale furnished by J. A. Horn.

Pondcreek, Okla.—The firm name of E. W. Johnston, with headquarters in this place, has been changed to Johnston & Long, Hobart, Okla.

Tahlequah, Okla.—C. J. L. Beasley will soon have his new eltr. completed. The power is to be furnished by Witte 15-h. p. gasoline and kerosene engine.

Muskogee, Okla.—Geo. Noll, formerly with the Independent Grain Co. at Wichita, Kan., has removed to this place to manage the Midland Mill & Eltr. Co.

Madill, Okla.—The Marsh Milling Co., that is building a mill, eltr. and steel storage tanks here, will equip its plant to handle 500,000 bus. of grain annually.

Bison, Okla.—The El Reno Mill & Eltr. Co. has installed a new sheller and cleaner and has made its house at this point one of the most up-to-date in the state.

Verden, Okla.—The firm of Wilson & Estes, known as the Verden Milling Co., has been dissolved and each of us are now buying grain independently of the other.—G. E. Estes.

New members of the Grain Dealers Ass'n of Oklahoma are: Oklahoma Brokerage Co., Muskogee, Okla.; Brooking Grain Co., Okla. City, Okla.; Whayler & Somerville, eltr. at Middleton and headquarters at Newkirk, Okla.

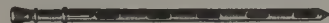
Pondcreek, Okla.—The cupola of the eltr. of the Pondcreek Mill & Eltr. Co., that recently burned, has been replaced by a new one containing 3 floors 24x54x 24; and new machinery has been installed in its eltr. by J. A. Horn.

Guthrie, Okla.—Senator R. E. Stafford of Oklahoma City has introduced a bill in the legislature to provide standard weight for packages. All feeds shall be put up in 100-lb. sacks, and the customary weights are prescribed for flour and meal.

Chickasha, Okla.—Since Jan. 20 my general office and address has been here, instead of at Anadarko, tho I have retained my eltr. and grain business at that place and will run them as before.—J. E. Farrington.

South Coffeyville, no sta., Okla.—The Dicus Lumber & Grain Co. of Kansas City, Mo., will locate here. The deal has been closed for a half-block of land for the lumber yard and a site selected for the eltr. the company will build adjoining. Work will begin at once. Officials of the M. K. & T. R. R. Co. announce that they will have the side tracks built within the next two or three weeks for the Dicus company's business.

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Oklahoma City, Okla.—At the annual meeting of the stockholders of the Oklahoma Mill & Eltr. Co., Jan. 11, F. B. Pope of McKinney, Tex., was elected president to succeed Whit M. Grant. Buran House was elected vice pres. and gen. mgr.; and R. L. Burel, sec'y and treas. The company is capitalized at \$200,000. Its plant here has a capacity of 1,000 bbls. daily. Arrangements have been made to increase its eltr. capacity to meet the demands of its growing business.

Guthrie, Okla.—A bill to do away with the state grain inspection department has been introduced in the legislature by Senator Brownlee. The title of the bill is "To repeal chapter 27 of the session laws of 1899," which law provided for the establishment of a public warehouse, regulated the inspection of grain and provided for the appointment of a grain inspector. Senator Brownlee asks the repeal of the old law on the ground that some provisions of it have worked to the disadvantage of the state.

OREGON.

Portland, Ore.—Alex McAyeal, official grain inspector in the port of Portland, died of cancer at his home in this city, Jan. 12, aged 57. Born near Camden, N. J., he came to Portland in 1874, when his services as a miller and a grain man were in demand. For some time he was employed by McLauren Bros. and afterwards by C. C. Ceaser & Co., grain exporters, a firm composed of C. C. Ceaser, Henry H. Hewitt, and J. R. Cameron. Mr. McAyeal had charge of the Victoria grain dock for more than 17 years, during which time he saw the need of cleaning and grading grain in Portland harbor and was the first to introduce an electric grain-cleaning machine in the Victoria dock, which at once raised the standard of grain shipped out of the Portland harbor, for the other dockowners quickly seeing the advantage and need of grain cleaners, had them erected in their grain docks. As superintendent of the Victoria dock Mr. McAyeal became acquainted with all the prominent grain dealers and shippers of Oregon and his services to Portland as a shipper of clean and scoured grain gained him more than a local reputation. When the shipping firm he was with for so many years closed its business, Mr. McAyeal was made official grain inspector for the Commercial Club and the Portland Board of Trade, which position he had occupied for nearly nine years, when ill-health compelled his retirement. Besides doing much for his special line of business, Mr. McAyeal was a loyal and progressive citizen. He is survived by a widow, a daughter, and three sons, C. R., J. A., and R. A. McAyeal.

PENNSYLVANIA.

Pittsburg, Pa.—We have seen better times in our city but business could be worse.—Jos. McCaffrey.

Beaver Falls, Pa.—Dodds & Garrett have bot a site on which to build, in the spring, a grain eltr. of brick and structural steel construction.

Pittsburg, Pa.—Business is generally dull but our firm has been doing exceptionally well. It is just because we have kept hammering for business.—J. A. A. Geidel.

PHILADELPHIA LETTER.

Pres. James Hancock of the Commercial Exchange has gone to Europe and will not return until after his successor is chosen.

Measures are being taken by the grain men and steamship interests to have an equalization of freight rates by the trunk lines to and from this port. The matter is before the Interstate Commerce Commission.

At the annual meeting of the stockholders of the Merchants Warehouse Co. the following directors were re-elected for the ensuing year: James Hay, Samuel Bell, Jr., Thomas Griest, Robt. Comley, and R. H. Rushton.

All grain business is dwarfed for the present by the excitement over the coming election of the Commercial Exchange which takes place on Jan. 26th. The leading candidates for president are Messrs. Warner, Scattergood, Horan and Koch.

Delp, Ettinger & Co. will succeed Edmund E. Delp & Co. Feb. 1. The new firm will be composed of Edmund E. Delp and A. F. Gruber of this city and Geo. D. Ettinger of Bourbon, Ind., with offices here and at Bourbon. The new firm has purchased the eltr. and mills owned by the Bourbon Eltr. & Milling Co. This combination we believe will enable us to increase our business and to serve our customers in the east better by controlling our own grades and shipments of grain.—Edmund E. Delp & Co.

Leonard Pearson, sec'y of the state livestock sanitary board, has issued a circular that "Hay, straw, or similar fodder may be shipped into Pennsylvania from Maryland, except from Districts 1, 2, 3, 4, 5, 6, 7, 8, 10, 11, and 12 in Carroll county, and Districts 4, 5, 6, 7, 8 and 10 in Baltimore county upon the presentation of a statement in writing signed by the consignor, giving his post-office address, the name of the county or counties in which the hay, straw, or similar fodder was cut. Hay, straw, or similar fodder, and hides, skins, or hoofs of cattle, sheep, other ruminants, and swine may be shipped into Pennsylvania under the same conditions from New York, except from the counties of Erie, Niagara, Orleans, Genesee and Monroe; and from Michigan, except from the counties of Macomb, Oakland, Wayne, Washtenaw and Monroe."

SOUTH DAKOTA.

Roscoe, S. D.—The eltr. of the Reliance Eltr. Co. burned Jan. 5.

Armour, S. D.—John Sluiter of Douglas will take charge of the eltr. of L. Booher.

Burbank, S. D.—The Farmers Eltr. Co. of Vermillion will either buy or build an eltr. here.

Blunt, S. D.—We will either remodel or rebuild before the next crop moves.—Irwin Grain & Land Co.

Waverly, S. D.—The eltr. and coal sheds belonging to the McCaull-Webster Eltr. Co. burned Dec. 30: Loss total.

Dante sta., Wagner p. o., S. D.—The Farmers Eltr. Co., Jos. Turek, mgr., has just started work on the foundation for a new eltr. on the Milwaukee.—Edwin Mooers.

Pierre, S. D.—A bill has been introduced in the house to prevent line eltr. companies from raising the price for grain at one station while holding it down at others.

Harrold, S. D.—Frank Pettyjohn has bot the interest of F. C. Ballard in the grain and coal business of Pettyjohn & Ballard and will continue the business alone.—F. P.

Norden, S. D.—Mr. McKinnon is considering plans for rebuilding the eltr. of the D. McKinnon Eltr. Co., that burned Dec. 4.

Sioux Falls, S. D.—D. H. Smith, of Miller, a member of the state railroad commission for 6 years, has resigned, and has been succeeded by F. C. Robinson of Groton.

Avon, S. D.—The Farmers Ass'n has let the contract to build an eltr. at Denta, the new station 8 miles west of here, that the Milwaukee road has put in between this place and Wagner. Work will begin as soon as possible.

Gregory, S. D.—As the noon train stopped at the depot recently, some passengers discovered fire in the eltr. of the Wm. Krotter Co. By prompt action the fire was extinguished before it could do much damage. One side of the engine room was burned out.

White Lake, S. D.—Leading farmers of Aurora county have completed the organization of their eltr. company with the following officers: Chas. Gobler, pres.; Jas. Dermody, vice pres.; J. C. G. Sale, sec'y.; and J. H. Dunbar, treas. The company will incorporate with a capital of \$20,000.

Flandreau, S. D.—I have commenced track-buying corn, oats and barley thru-out the southern part of this state east of the Missouri River and the northern part of Iowa, settlement on the basis of Chicago weights and inspection.—Frank J. Mead.

Elk Point, S. D.—During the month of December, '08, 99 cars of corn were shipped from here. About 25 of these cars were ear corn shipped to the Sioux City Seed Co. by the farmers who had planted and raised it for seed for that company. Five cars of wheat were also shipped by the eltr. company.—E. H. Meriman, agt. McCaull-Webster Eltr. Co.

Groton, S. D.—The farmers here have completed an eltr. of 60,000 bus. capacity, well equipped for handling grain rapidly and in large quantities. The power is furnished by 2 electric motors, one of 12 and the other of 7 h.p. The eltr. has been built by a stock company of wealthy farmers in this vicinity, with the following officers: A. T. Amsden, pres.; Isaac Ritter, vice pres.; C. A. Draeger, sec'y.; and Wm. Koepsel, treas. E. A. Kranhold, formerly agent for the Northern Grain Co. here, is mgr. of the new eltr.

SOUTHEAST.

Decatur, Ala.—The Decatur Coal & Ice Co. will put in a 1,000 bu. corn mill at its plant.

Spartanburg, S. C.—We have been bot out by the Spartan Grain & Mill Co.—Spartanburg Warehouse, Grain & Feed Co.

Atlanta, Ga.—J. D. Frazier & Co. are preparing to put in a plant for the purpose of mixing chicken feed on a large scale. Four or five grades of feed will be made.

Washington, N. C.—The grain and hay warehouse and gristmill of John Haven, the warehouse of Wm. Bragaw & Co., and the fertilizers and ginning plant of the Washington Gin Co. burned Jan. 8; loss, \$75,000.

Savannah, Ga.—The Savannah Grain Exchange has recently chosen the following officers for the ensuing year: Pres., Herbert S. Traub; First Vice Pres., H. S. Harden; second Vice Pres., M. J. Doyle; Treas., J. E. Grady, Jr.; Sec., W. R. Davis.

TENNESSEE.

Memphis, Tenn.—C. N. Wisner of Wisner & Co. has announced his intention to make his home in New Orleans after March 1. The business will be continued under the management of his brother, Wm. Wisner.

Memphis, Tenn.—At its annual election Jan. 14 the Merchants Exchange chose the following officers for the ensuing year: S. Tate Pease, pres.; H. J. Parrish, vice pres.; L. R. Donaldson, Robt. Ruffin, J. H. Doughty, J. T. Walker, J. B. Horton, M. Eugene Clark, M. E. Carter, J. P. Edrington and Ben H. Asher, directors.

NASHVILLE LETTER.

A new state farm experimental station, for which the Tennessee legislature appropriated \$50,000, is to be located near Jackson, Tenn.

The Consolidated Mill & Grain Co. has been incorporated by W. Murray Hogan, John H. Bell, F. J. Brown, W. F. Weaver and C. Keith Vaughn; capital stock, \$5,000.

Sales of fertilizer tags by the Tennessee Commissioner of Agriculture this past fiscal year have been smaller than the year before. It is one of several indications that the acreage of wheat planted in the fall is smaller than usual.

While receipts of corn at collecting centers over the South have been fairly liberal there is no question that farmers are holding for better prices. Nashville dealers have been able to supply the trade but have been put to much trouble at times to get supplies.

A. S. Alexander, who has for several years represented southeastern railroad and steamship lines here, has acquired an interest in the grain firm of J. H. Wilkes & Co., and has just been elected vice-pres. He will give all of his attention to his new business, having resigned his railroad connections.

The Southeastern Millers Ass'n at its recent monthly meeting recommended the adoption of uniform grades of grain and approved the uniform feed law adopted by the National Feed Dealers Ass'n. It was decided to urge the Tennessee legislature to enact the statutes that prevail in a dozen Southern states. A committee was also appointed to bring about uniform inspection for grain all over the country, to act in conjunction with other organizations.

TEXAS.

San Antonio, Tex.—The San Antonio Grain Co. has succeeded J. L. Matthews & Co., dealers in grain, hay and feed.

Austin, Tex.—Changes have been made in the car service rules covering demurrage by the State Railroad Commission.

Canyon, Tex.—Canyon Coal & Eltr. Co. incorporated; capital, \$12,000. Incorporators: W. H. Hicks, W. B. Campbell, R. E. Baird.

San Antonio, Tex.—R. Lupton Grain Co., incorporated; capital, \$12,000; incorporators: R. Lupton, A. M. Oppenheimer, and L. M. Oppenheimer.

Denison, Tex.—The plant of the Denison Mill & Eltr. Co., that was burned Nov. 12 last, but had its power plant saved, will be rebuilt. The contract has not been let.

Fort Worth, Tex.—Work has been commenced on the grain eltr. of the Terminal Grain & Eltr. Co., that will have the largest capacity of any in the grain center of this state.

Chillicothe, Tex.—J. M. Rutherford of Crowell is arranging to build a large eltr. here. He will put in a burr mill and chopper to grind meal and feedstuffs such as alfalfa and other forage crops.

Sanger, Tex.—We have withdrawn from the Sanger Grain Eltr. Co. and have launched a business of our own to deal in grain and mill products, wholesale only. We are going to build an additional eltr.—W. M. Smith, of Smith, Wiley & Co.

Beaumont, Tex.—The Cunningham Commission Co., of Little Rock, Ark., has brot suit against the McFaddin-Weis-Kyle Rice Milling Co. for alleged breach of contract on a sale of 15 tons of rice hulls and 274 tons of rice bran. The sum involved is \$2,742.

Chillicothe, Tex.—The Moore Milling Co., formerly of Decatur, has bot the property of the Chillicothe Mill & Eltr. Co., has taken out all the old machinery and is overhauling the building, also erecting an addition to the millhouse and a new boiler and engine room of concrete, making this an up-to-date mill of 200 bbls. capacity with 4 steel storage tanks.

Austin, Tex.—The suits against the Texas Millers Ass'n were settled by the attorney general Jan. 6, defendants paying \$35,000 penalty and agreeing to dissolve the Texas Grain & Flour Co. The statement widely circulated by the daily press that the charter of the Texas Grain Dealers Ass'n was to be canceled is erroneous, the grain dealers having at no time had any connection whatever with the case.

Rockwall, Tex.—The Rockwall Grain & Eltr. Co., that had its eltr. burned Dec. 24, will rebuild, a fireproof building, iron-clad, 30x30 ft.; cost, \$3,000. It will also install engines and other machinery to cost \$2,500, proposals for machinery to be opened in June. The eltr. will have a capacity of 1,500 bus. of shelled corn or clipped oats and feedstuff. Architect has not yet been selected. A. E. Love is pres. of the company.

Fort Worth, Tex.—I have been advised by the Southern Ry. that Southern Ry. exchange Bs/L reading from Memphis and carrying Memphis proper rates to final destination must only be issued when charges up to Memphis are prepaid from original shipping point. If charges up to Memphis are to follow shipment to destination, exchange B/L issued must show original shipping point and thru rate shown on the B/L should be rate from original shipping point to final destination, which may be divided on Memphis. From the foregoing it will be observed if Texas grain shipper desires to conceal the actual point of origin of his shipment thru Memphis, it will be necessary for him in each case to prepay the charges up to Memphis. It will further be necessary for this prepayment to be unmistakably indicated on the original B/L before we will be justified in issuing a B/L reading from Memphis.—H. B. Dorsey, Sec'y Texas Grain Dealers Ass'n.

WASHINGTON.

Almira, Wash.—R. J. Stephens, grain and implement dealer, has sold his stock of implements to Frank Irwin. Mr. Stephens recently sold his grain business and warehouse to the Central Washington Flouring Mill Co.

Bellingham, Wash.—A receiver has been appointed for the Pless Hay & Grain Co.; and warrants are out for the

The Consolidated Grain & Hay Co.
HENRY J. GOOD, President
Commission Merchants and Distributors
CINCINNATI, OHIO

"Large Oaks from Little Acorns Grow."

We have the knowledge, the salesmen and the facilities to handle your business in a satisfactory manner.

We Are Large Manufacturers of Steel Roofing, Corrugated Iron, Etc.



We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

SYKES STEEL ROOFING CO., Chicago, Ill.



THE ATLAS CAR-MOVER

Manufactured exclusively by

The Appleton Car-Mover Co.
Appleton, Wis., U. S. A.

is decidedly the best and most powerful Car-Mover on the market, and supersedes all others wherever introduced. Try an "ATLAS." It will pay for itself in a few hours' use.

THE NEW ERA MAN LIFT



The original and only successful and reliable machine on the market. The very best money can buy.

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More of these machines sold than all other warehouse elevators combined. This proves their worth. Time and Labor Savers.

BUY ONLY THE NEW ERA.

Write us for further information
Sidney Elevator Mfg. Co.
SIDNEY, OHIO

May 1909
WHEAT

Those desiring some highly interesting comments and data respecting May 1909 WHEAT, should write me at once.

E. W. WAGNER

99 Board of Trade

CHICAGO

arrest of C. T. Pless, who is charged with obtaining several thousand dollars under false pretenses. He decamped leaving his family destitute.

WISCONSIN.

Hortonville, Wis.—Peter Olk has completed the grain elevator addition to the potato warehouse formerly owned by L. Starks & Co., and is now buying all kinds of grain.

Superior, Wis.—A laboratory for the analysis of grain will be established here by the Wisconsin Grain & Warehouse Commission and placed in charge of Professor E. F. Ladd, pure food commissioner of North Dakota.

Superior, Wis.—The Superior Board of Trade and the Wisconsin Grain & Warehouse Commission will employ a traffic expert to take up the alleged discrimination against Superior and in favor of Minneapolis and Chicago in grain rates.

Waukesha, Wis.—The grain elevator of the Waukesha Grain & Produce Co., owned by the C. M. & St. P. Ry. Co. and leased by J. I. Brimmer, burned early in the morning of Jan. 6. The railroad lost about \$4,000, covered by insurance. Besides the building the company lost two cars of grain standing on the tracks near the elevator, one loaded with corn, the other with oats. The contents of the building included 10,000 bushels of grain, barley, rye, wheat, oats and corn, besides the engine and machinery, making a loss of about \$8,000 with \$4,000 insurance. There will be some salvage from the grain both in the elevator and in the cars. Some months ago Mr. Brimmer lost heavily, then estimated at \$40,000, by the burning of another elevator standing near this last one burned, which was an old building erected by the railroad company in 1881 for the late Thomas Haynes. It then cost \$3,600.

MILWAUKEE LETTER.

Milwaukee and Chicago markets are little above shipping basis on rye.—H. Jahns, Jr.

Owing to slack demand for barley movement is naturally slack.—B. G. Ellsworth.

The Chamber of Commerce has established its freight bureau with Geo. A. Schroeder, mgr.

E. F. Blomeyer has been appointed assistant general freight agent of the Pere Marquette railroad with headquarters here.

Memberships in the C. of C. are quoted at \$200 net to the buyer. Members recently admitted are: Herman Schrier and Jas. L. Crittenden.

Considerable wheat is being drawn out of store owing to the extreme light receipts from the country. All arrivals are being quickly gathered in by buyers.

Gerhard H. Winner, pres. of the Lake-side Distilling Co., died Jan. 15th. Mr. Winner had been suffering from cancer of the throat for the past six months.

After 44 years of active service without a vacation, Secy. W. J. Langson of the C. of C. has finally been prevailed upon by illness and continued urging on the part of other members to take a little time off. Harry Plump, asst. secy., is on the job as Secretary for the present.

With the amount of receipts of barley and strong market for corn and oats, the undertone seems very strong, and higher prices are probable. Am quite bullish on corn. Farmers are prosperous and dominate the situation, as they won't sell except when the price suits.—W. M. Bell.

Once again is Dan Cupid raising the dust among members of the Chamber. Walter C. Holstein and Miss Frieda Bilerbeck have gone on a wedding trip to Palm Beach.

Following rumors to the effect that the Wisconsin Central Ry. was about to change hands, comes the announcement of the sale of the road to the Canadian Pacific, in other words; the Minneapolis, St. Paul and S. St. Marie.

Demand for rye is more liberal. Distillers are in the market, and we look for improvement in next two weeks. Demand for oats in eastern markets seems to be better. Our market seems to be more in line.—H. Wissbeck & Co.

Corn certainly looks favorable in the face of $1\frac{1}{2}$ c advance in feed market. Kansas City market is practically higher than Chicago. Omaha also 2 to 3c out of line. Demand for corn is picking up from all directions.—Herman Franke.

According to A. K. Taylor, the evils referred to in the report of the senate Committee on Agriculture as regards the proposed federal grain inspection, do not hold in regard to the inland grain dealers, but are almost wholly the affair of seaboard dealers.

Well, sample tables are half-covered, and "half a loaf is better than none," is about the situation at present. Receipts have slumped. With prices advancing three or four days at a time and then declining for about the same period following, the result would seem to spell "hold." Unless favorable "to arrive" prices are obtainable, interior dealers seem to prefer to hold.

Because of the big increase in traffic across Lake Michigan, officials of the C. M. & St. P. and Grand Trunk systems lately made an inspection of the two companies, preparatory to expending a large sum of money in making improvements in freight facilities. While refusing to say exactly what improvements were contemplated, it is known that a change in the system of handling freight at this port is under consideration.

Robt. Eliot on Jan. 20th celebrated his 79th birthday and received the congratulations of his many friends. Mr. Eliot is widely known from his long association in the grain business, having established the business which has since been taken over by Runkel, Dadmun & Sullivan. One of the most interesting incidents of his long business life was his refusal of a partnership with P. D. Armour, whom he thought "too slow" for the pace he was then setting.

Negotiations entered into some time since, upon direction by the Board of Directors, by the committee on Market Reports, has finally culminated in an agreement whereby Sioux City papers will publish daily, both morning and evening, Sunday excepted in some sections, closing cash prices on all grain in Milwaukee, the expense of telegraphing, etc., to be borne by the Chamber of Commerce. This will put the Milwaukee market quotations before shippers in the sections covered by the Sioux City papers at as early a time as those sent out from Chicago, an idea of the value of which will be seen when it is known that mail from this city does not reach many of the points reached by the newspapers from Sioux City until the afternoon of the day following their dispatch from Milwaukee, or, in other words, after the prices of another market have been made. Papers containing the quotations are mailed to subscribers on the afternoon of the day telegraphed, and reach the points designated on the fol-

lowing morning, and in some cases, the same afternoon. The papers publishing the quotations are the Sioux City Tribune and The Journal.

Five silver cups have been offered as prizes by the Chamber of Commerce for the best exhibits of spring wheat, rye, corn, oats and barley at the coming exhibition at Madison by the State Experiment Station. The brewers of the state will give a cup for the best showing of Oederbrucker barley. The cups offered by the Chamber must be won twice by the same farmer before it becomes his permanent possession. The exhibition will be held Feb. 11 and 12.

Imports and Exports of Rice.

Imports of rice, rice flour, rice meal and broken rice during the 11 months prior to Dec. 1, 1908, amounted to 203,876,599 lbs.; against 193,936,181 lbs. during the corresponding period of 1907.

Exports of rice, rice bran, meal and polish during the 11 months aggregated 20,148,600 lbs.; against 31,246,300 lbs. during the corresponding period of the previous year.

Of foreign rice, rice flour, rice meal and broken rice we re-exported during the 11 months 7,129,096 lbs.; against 9,011,777 lbs. during the 11 months prior to Dec. 1, 1907, as reported by O. P. Austin, chief of the Bureau of Statistics.

Exports.

Buckwheat amounting to 51,106 bus. was exported during the 11 months prior to Dec. 1, 1908; against 70,507 bus. during the corresponding period of 1907.

Broom corn valued at \$241,090 was exported during the 11 months prior to Dec. 1, 1908; against \$255,777 worth during the corresponding period of the previous year.

Malt amounting to 145,179 bus. was exported during the 11 months prior to Dec. 1, 1908; against 361,039 bus. for the corresponding period of the previous year.

Linsed oil cake amounting to 608,625,988 lbs. was exported during the 11 months prior to Dec. 1, 1908; against 647,785,502 lbs. during the corresponding period of 1907, as reported by O. P. Austin, chief of the Bureau of Statistics.

Exports of Breadstuffs.

Our exports of breadstuffs during the year 1908 have included 6,404,791 bus. of barley, 37,053,746 bus. of corn, 1,127,048 bus. of oats, 2,745,854 bus. of rye, 92,413,421 bus. wheat, and 12,941,619 bbls. wheat flour; compared with 5,135,128 bus. barley, 82,184,165 bus. corn, 1,641,404 bus. oats, 1,341,942 bus. rye, 89,897,600 bus. wheat and 15,191,351 bbls. of wheat flour in 1907. The total value of all breadstuffs exported during 1908 was \$187,281,008, compared with \$204,456,014 in 1907, as reported by O. P. Austin, chief of the Bureau of Statistics.

Volume of exports toward the close of the year reflects largely market conditions. Corn exports increased and wheat exports decreased during December, compared with December, 1907. December saw the highest prices on the crop, for wheat and a low level for corn. Exports for December were 5,647,000 bus. wheat and 6,417,000 bus. corn; against 17,190,000 bus. wheat and 4,490,000 bus. corn for December, 1907.

An anti-bucket shop law has been passed by the House providing \$1,000 fine for keepers of shops in the District of Columbia.

The Country Grain Buyer.

BY C. HOLBROOK.

The poor grain buyer's troubles are many,
And the friends that he has are few,
Tho he tries hard to please everybody,
It is something he never can do.

When he gives farmers good weights
they're kicking
And declare too low prices he pays.
If he doesn't, they call him a wheat thief,
And dislike him the rest of his days.

If he sells them some coal it is dusty,
And always short weight half a ton,
Or perhaps they complain it's rocky,
And can give no more heat than the sun.

If he gives them full dockage they're angry,
If he docks them too much there's a fight,
If he charges them storage they'll quit him
There is nothing that he can do right.

Then his company kicks on his prices
And the farmers kick cause they're so low,
They watch all of his weights with suspi-
cion
And remark that he'd better go slow.

O! if Science could find him some peace
germs
To inoculate fault-finding souls,
So suspicion, and anger, and worry
Would vanish away like dark ghouls

A smile then his tired face would brighten
As he saw the green fields and the sky;
We would know that his life was worth
living
From the glad gleam of joy in his eye.

We know that we cannot compel them to carry it at 39c. Are we correct in our interpretation of the decision?—Nathan & Levy, Ft. Wayne, Ind.

Ans.—If railroad company routed your shipment by what proves to be the most expensive route without your so directing that is its error and no doubt the Commission would order that it stand the difference between the lowest rate and the rate charged.—Ed.

MUST SHIPPER STAND REJECTION ON SALE BY SAMPLE?

Grain Dealers Journal: I shipped a car of grain and it arrived on the market on Saturday, when it was inspected and sold and so reported. On Monday the market had a drop of 5 cents per bu. and the commission man notified me that the buyer claimed the grain was not up to sample and refused to take the grain. The grading was not changed.

Must the shipper stand for such a deal? Had the market advanced Mr. Buyer would not have been heard from.

If this is the rule of the Board of Trade the shipper can have a lemon handed to him any old time by the buyer if the market should not go his way.—Geo. L. Kern, Dwight, Ill.

Exports of Glucose, Corn Oil and Cake.

During the 11 months prior to Dec. 1, 1908, we exported 109,130,541 lbs. of glucose, 2,475,768 galls. of corn oil and 52,144,414 lbs. of corn oil cake; against 137,960,915 lbs. of glucose, 3,259,181 galls. of corn oil and 57,087,745 lbs. of corn oil cake exported during the corresponding period of 1907, as reported by O. P. Austin, chief of the Bureau of Statistics.

Libeled by Telegraph.

M. D. Varney, Western salesman for the Winters-Coleman Scale Co., had occasion to go into a remote country district in Neb. recently to examine a hopper scale. In order that no time be wasted in the country village he wired the elevator operator upon missing his train, "Missed train. Will be with you tomorrow. Have bin full."

But the telegraph operator when sending the message proceeded to libel a just and sober man, and arouse the consternation of the elevator owner by making the message read, "Missed train. Will be with you tomorrow. Have been full."

Amendments to Interstate Commerce Act Indorsed by Traffic League.

The bills introduced in Congress to give the Interstate Commerce Commission power to prohibit the taking effect of advances in rates, when prima facie unreasonable; to give the shipper the right to route his freight; and to require carriers to quote rates in writing and to insert rates in B/L, have been indorsed by the National Industrial Traffic League, and Pres. J. C. Lincoln and Sec'y W. E. Cooke have recently issued a circular requesting individual organization members of the League by resolutions to indorse the principles enunciated, and to send copies of the resolutions to members of the House and Senate Comites on interstate commerce, and that individual members communicate with their representatives in Congress to see that the purpose of the bills is fully understood.

CONDITIONERS and DRIERS FOR Small Elevators

We have recently placed on the market a line of small machines for drying and cooling, suitable for small elevators and warehouses.

These machines embody the well known ELLIS PATENTS.

They are compact and may be placed in the elevator, requiring very little floor space.

They may be had in three different styles wood, composite or steel, and of any capacity.

They use nothing but cold air and therefore do not affect the insurance rate.

They are absolutely the fastest working machines on the market.

The cost is low and well within the reach of every small elevator in the country.

Drop us a line and we will mail you full information.

The Ellis Drier Co.
Postal Telegraph Bldg., Chicago

Asked— Answered

[Readers who fall to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

HAS THE WABASH AWOKED?

Grain Dealers Journal: On page 32 of your Jan. 10 number we note that you state that all grain dealers will be pleased to hear that practically all of the railroads in the territory east of the Mississippi and north of the Ohio Rivers have adopted the new rule on claims for shortages which abolishes the deduction for what is known as natural shrinkage. Kindly inform us when the Wabash railroad woke up. It is still asking that these deductions be made. Your very truly, Nathan & Levy, Ft. Wayne, Ind.

MUST LOWEST RATE BE CHARGED?

Grain Dealers Journal: We note in your issue of Jan. 10, page 33, in the case of A. G. Poor Grain Co. vs. the C. B. & Q. Rd., U. P. R. R. Co., and So. P. Rd. Co., that a decision was rendered which we believe will apply to our case.

We applied for a rate on clover seed less than car lots to the Nickel Plate agent at New Haven from New Haven, Ind., to Nashville, Tenn., and he quoted us a rate of 39c per cwt. We, therefore, sold the seed on the basis of the 39c rate and four or five days later he personally advised us that he had made an error, and that in looking up the rate he found it was 61c by the way of Cincinnati. This was the route that he shipped the seed by. We were still later informed that the rate via Louisville was 54½c per cwt.

In reading this decision we take it that the Nickel Plate railroad company is bound to carry this shipment for 54½c.

Grain Carriers

The C., B. & Q. Railroad Co. has purchased the Colorado & Southern Railroad to get an outlet for grain to the Gulf of Mexico.

It is said that an air line extension of the Southern Pacific will be made from Denison, Tex., northward thru Topeka to Lincoln, Neb.

Grain rates from Walkerville Junction to Walkerville, Ont., have been reduced by the Canadian Railroad Commission on complaint by Hiram Walker & Sons.

The Senate committee on interstate commerce has reported adversely on a bill requiring a showing to be made before any change can be made in railroad rates.

The Marshall & Michel Grain Co. of Kansas City, Mo., has filed complaint with the Interstate Commerce Commission against the Frisco system to recover \$453 reparation for unreasonable rates on corn to Gulfport, Miss.

The Law Reporting Co., of New York, has obtained an affirmation of its judgment for \$486.90 against the Elwood Grain Co., of St. Joseph, Mo., for a transcript of testimony taken by the Interstate Commerce Commission on grain elevation allowances.

Representative Madison of Kansas has introduced a bill in Congress creating a legal department for the Interstate Commerce Commission to investigate all rates and to appear as prosecutor. The department would employ an attorney and three assistants.

At the annual banquet of the Traffic Club of Chicago to be held at the Congress hotel Jan. 27 addresses will be made by Geo. F. Stone, sec'y of the Chicago Board of Trade; Jos. E. Ramsdell, pres. of the National Rivers & Harbors Ass'n, and others.

A resolution has been introduced in Congress by Representative Martin B. Madden of Illinois calling upon the Interstate Commerce Commission to inform the House what advances have been made in freight rates since the passage of the Hepburn amendment.

Briefs in the commodities clause cases were filed Jan. 14 by the government and the railroads in the Supreme Court. This clause of the Hepburn act prohibits carriers from carrying their own products for sale in competition with producers along their lines.

A uniform ocean B/L is the object of the Uniform Ocean B/L Ass'n which was organized at New York recently by representatives of manufacturing and commercial organizations. Harvey M. Dickson, of the Dickson Lumber Co., Norfolk, Va., was chosen pres.

Reparation for unlawful switching charges on hay at Kansas City by the Frisco System was ordered paid to the Laning-Harris Coal & Grain Co. Jan. 7 by the Interstate Commerce Commission. On a prior transaction the railroad company alleged that the amount collected was less than that due and to recoup itself it made the extra charge complained of. The Commission decided that it could not consider the counterclaim by the railroad company, not being authorized to do so by the law. Reparation, however, could be awarded shipper because the charge was in excess of the tariff.

Surplus cars increased 110,942 in two weeks recently. A similar increase in the number of idle cars was reported a year ago and is accounted for by the holiday recession.

The complaints by the Kansas City Traffic Bureau against the Santa Fe will be heard by the Interstate Commerce Commission Feb. 15 at Washington. The Wichita Board of Trade is one of the intervenors in the suit and will be represented by Judge Heim.

Milling in transit and reconsignment rules were adjusted at a meeting of representatives of the Ohio River points and the railroads at St. Louis Jan. 12. The rules promulgated by the southeastern line were practically adopted at a joint conference of the road held next day.

A report on the valuation of the property of the Northern Pacific Railroad in the state of Washington has just been completed at a cost of \$60,000 and will be the basis on which the state will order changes in rates according to the rules of the United States Supreme Court.

The western and southwestern lines have promised to reduce the rates on grain from Iowa thru Chicago to the southeast to put Chicago on the same basis as certain other gateways. The readjustment has been objected to by Iowa grain shippers as depriving them of the St. Louis market.

The New York Public Service Commission has recently extended the time limit for forwarding barley shipments from mixing stations from 90 days to six months, effective Feb. 1. Adams on the Central has been added to the stations at which milling and mixing privileges are allowed on shipments of grain from Buffalo. The charge for the privilege to points north of Adams and Carthage is $1\frac{1}{2}$ ¢ per 100 lbs. A reduction to 6¢ per 100 lbs. has been made in the rate on grain from Appleton, Ashwood, Barker, Burt, Carlton, Coomer, Lyndonville, Millers, Randall, Ransomville, Watport and Wilson to specified stations on the R. W. & O. division of the New York Central, as reported by the *Traffic Bulletin*.

As a result of two conferences before the Corporation Commission of Oklahoma the representatives of the carriers agreed to recommend to their superior officers that part of the Uniform B/L reading "or for differences in the weights of grains, seeds, hay or other commodities caused by natural shrinkage or discrepancies in elevator weights" be changed to read "Or for differences caused by natural shrinkage or error in elevator weights." That there is a natural shrinkage in some commodities we did not attempt to deny, and that errors occur in elevator weights we did not attempt to deny. Section two reading "No carrier shall be liable for loss, damage or injury not occurring on its own road or portion of the thru route, nor after said property has been delivered to the next carrier, except as such liability is or may be imposed by law, but nothing contained in this B/L shall be deemed to exempt the initial carrier from any such liability so imposed," was struck out and nothing substituted therefor, as the Hepburn Bill amended the law so as to provide that the initial carrier shall be liable for any loss, damage or injury to grain shipped by any carrier over whose lines the goods passed and that no contract, rule or regulation shall exempt from such liability. The only objectionable features so far as the grain shippers were concerned were found in these two sec-

tions and we see no reason why the shippers cannot sign the Uniform B/L with the changes above referred to. The representatives of the carriers promised the shippers in attendance that they would immediately report to the superior officers and recommend that these changes be made to apply in all Western Classification Territory. In case of the carriers' refusal to make these changes it will then be necessary for the shippers to take the case before the I. C. C. We have the assurance of the Corporation Commission of Oklahoma that they will file formal complaint before the Commission and ask for a speedy hearing.—E. J. Smiley, sec'y Kansas Grain Dealers Ass'n, Topeka, Kan.

At present the wheat crop is either hurried to the ports of the great lakes, Duluth, Fort William and Chicago, during the few weeks between threshing and the closing of lake navigation in November, or is held up for six months in elevators at a considerable cost; or again, if it is carried thru to the eastern seaboard in winter, when the St. Lawrence route is closed by ice, the long haul thru heavy snows makes the operation difficult, costly and even disastrous both to the railway and to the farmer. Westbound from Saskatchewan and Alberta to Prince Rupert the grades are easy; there is very little snow in winter, so that when the Panama canal opens in six years I look to see Prince Rupert one of the very great grain ports of the world. I have more than once ventured the prediction that in my lifetime we shall haul to the Pacific as much grain as we shall haul to the Atlantic.—C. M. Hays, pres. Grand Trunk Pacific.

Interstate Commerce Commission Report.

In its annual report to Congress the Interstate Commerce Commission on Jan. 11 stated that during the year 5,194 complaints had been filed. The number of formal cases and investigations instituted during the year was 554, or an increase of $33\frac{1}{2}$ per cent over the previous year.

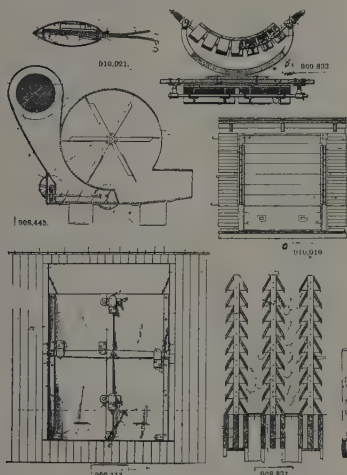
In 1908, 573 hearings and investigations of alleged violations of the act to regulate commerce have been had at Washington and at special sessions throughout the country. More than two-thirds of the informal complaints received by the commission have been satisfactorily adjusted thru correspondence without necessity for hearing or special investigation. "It is a matter of satisfaction to be able to state that the Commission is now practically abreast of its work and that all complaints, whether formal or informal, are disposed of with such delay only as is inherent in the nature of the particular case, and that their determination is not seriously delayed by inability of the Commission to discharge with promptness the duties devolving upon it."

"Arrangements by which carriers farm out a portion of their duties to shippers generally result in discrimination. Under this heading may be placed the evils arising from private ownership of freight cars, the allowance paid by the carriers being frequently excessive. Elevators operated by shippers and furnishing a service covered by railroad tariffs usually result in more or less complete monopoly of the grain business passing through them."

The annual meeting of the Quaker Oats Co. will be held Mar. 12 at Jersey City. On Feb. 9 the directors will act on dividends.

Patents Granted

Pneumatic Grain Conveyor. No. 908,445. (See cut.) Wm. F. Carlton, Advance, Mo. The material is introduced into that portion of a column of air actuated by propulsion, and is separated from that part of the column of air actuated by suction. A check valve is located in the path of the material moving from one of the portions of the air column to the other.



Grain Car. No. 909,565. (See cut.) Geo. R. Dunn, Whiting, Ind., assignor of $\frac{1}{2}$ to Jas. Dent, Detroit, Mich. The car has a hopper bottom, at the lowest point of which is a discharge device consisting of a pair of cylinders each having a discharge opening, and one of the cylinders being rotatable to open or close the discharge openings, one cylinder being concentric with the other.

Seed Corn Separator. No. 909,358. (See cut.) Chas. F. Asplund, Minneapolis, Minn. The material to be separated is delivered into one end of a coil of wire which rotates in an approximately horizontal position. In the spiral space of the coil is a wheel carried by an arm oscillating on a guide rail to serve as a dislodging mechanism. The wheel is automatically returned to the receiving end of the coil.

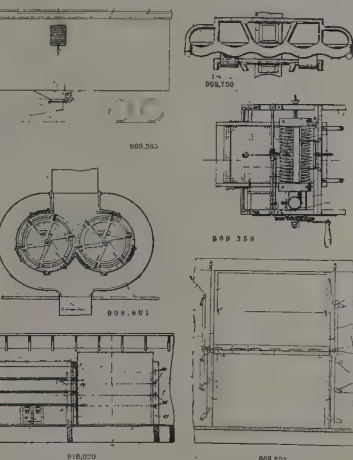
Conveyor Belt Support. No. 909,333. (See cut.) Edwin H. Vrooman, Hyattsville, Md., assignor of $\frac{1}{2}$ to John J. Ridgway, Chicago, Ill., and $\frac{1}{2}$ to Edward G. Thomas, Brookline, Mass. A plurality of pulleys are journaled on a flexible cushioned shaft, upon which the pulleys are adjustable, their normal position being horizontal, the troughing effect being imparted by the weight of the load on the belt.

Grain Door. No. 909,110. (See cut.) Martin Paulson, Omaha, Neb., assignor to Paulson Grain Door Co., Omaha. The doors lie in a common plane, are adapted to fit between the jambs and provided at their inner edges with strips secured to the inner and outer faces of the doors. Keepers are mounted on one of the doors, and clamps are pivoted to the other door and extending thru the keepers and having their free ends formed with shoulders to engage the keepers at the far side edges thereof with a cam action tending to draw the doors toward each other.

Conveyor Chain. No. 908,750. (See cut.) Geo. F. Conner, Port Huron, Mich. The chain comprises a series of detachable hooked links each consisting of a pair of parallel ribs secured at an interval apart

by integral cross members and adapted to be centrally engaged by a sprocket wheel. On the front rib is formed a sinuous web provided with a sinuous thin edge, a post at each end of the rib projecting beyond the undulations of the edge, and hooks on the forward rib are adapted to detachably engage an adjacent link.

Sectional Grain Door. No. 910,020. (See cut.) Franklin M. Reed, Indianapolis, Ind., assignor to the Sectional Grain Door Co. Each of the longitudinally slidable door sections is provided with lapping edges and beveled ends. A door section inclosing chamber is provided with strips dividing the chamber into sections, each of the strips in the series being arranged to extend progressively to contact the inclined end of the section to be supported. Grav-



ity latches swinging transversely of each section prevent their rising.

Car Seal. No. 910,021. (See cut.) Isaac C. Reesor, Denver, Colo., assignor of $\frac{1}{2}$ to Harry W. Robare, Denver. The sealing strip is connected at one end with the casing within which is a spring to lock the other end of the sealing strip. A slide holds the spring in an unlocked position, the slide being separate from the spring and arranged to be actuated by the free end of the sealing strip to permit the spring to engage.

Grain Door. No. 908,523. (See cut.) Frederick Van Camp, Sr., and Ezra Van Camp, St. Thomas, N. D. The door frame is provided with vertical guideways in which slides the grain door. On the door frame are plates projecting outwardly and having vertical slots at intervals provided with cam edges. Thru the slots project a series of latch plates pivoted at one end on the door frame. The latch plates are operated by levers pivoted on the frame.

Grain Treating Apparatus. No. 908,831. (See cut.) Stephen D. Bailey, Watahah. Ind. The grain compartment and ventilator structure comprises a row of uprights spaced apart, edgewise inclined boards flanking the uprights, the spaces between the uprights of each row being left open to permit upward movement of air currents, cap plates above some of the rows of scantlings, a compartment beneath the grain compartment, and means for admitting air from the lower compartment to the capped ventilator devices and excluding the passage of air directly into the uncapped ventilator devices. By capping the top of alternate ventilators the air is forced to seek an outlet thru the columns of grain to the adjacent uncapped ventilators. The joists in the floor of the grain treating apparatus are arranged in groups of three, the space between them being utilized as air passages.

Alfalfa Grinder. No. 908,801. (See cut.) Theodore Ponsar, South Omaha, Neb. Toothed cylinders revolve in intersecting arcs, the teeth of each cylinder being ar-

Dust Separators

The Best in the Business because it is scientifically proportioned and will lay finer dust than any other machine made.

We have had years of experience in this business and we will be glad to help you solve your dust-collecting problem.

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Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping.

Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

High and Low Speed Systems.

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West Jackson Boul.
CHICAGO, ILL.



(Patented)

"The per cent of loss saved by the '1905' over the old 'Cyclone' is from 71% to 80%. These losses are due to dust collector friction and take into consideration nothing but the Collector."—The Mechanical Engineering Dept., University of Michigan.



THE
"New
Cyclone
1905"

Manufactured Exclusively by

The Knickerbocker Co.
JACKSON, MICH.

ranged to interengage with cutting action with the teeth of the concave plates, which with alternate screen surfaces comprise the casing, which is perforated and surrounded by an exhaust space for the removal of the material. The screens are corrugated; and on the cylinders are fan blades to draw air thru the axes of the cylinders and drive it out thru the perforated cylinder casing.

Grain Door. No. 910,010. (See cut.) Jos. B. Mockridge, Newark, N. J., assignor of $\frac{1}{2}$ to H. A. Verges, Milwaukee, Wis., and $\frac{1}{2}$ to C. L. Duenkel, East Orange, N. J. The door comprises a plurality of separately removable leaves adapted to be arranged above one another across the door opening and to engage at their ends with the inner sides of the posts, the lower leaf being movable endwise to clear one of the posts, whereupon it is free to swing outward and clear the other post. Recessed metal plates are sunk into the outer face of the lower leaf, the fastenings in which also engage curved slots in the door posts.

Supreme Court Decisions

Verifying Shipper's Load and Count.—A shipper of goods, loading the car, may compel the agent of the carrier to verify the loading and counting by the shipper.—*Peele & Copeland v. Atlantic Coast Line R. Co.* Supreme Court of North Carolina. 63 S. E. 66.

Setting Aside Arbitration.—The parties and their rights as to the subject-matter of an arbitration are not affected by an invalid award or the judgment setting it aside, but they are relegated to their original status.—*Bray v. Staples.* Supreme Court of North Carolina. 62 S. E. 780.

Buyer Has Right to Inspect S O Shipments Sold f. o. b. Shipper's Track Before Paying Draft.—The right of a buyer to inspect goods bought is not affected by the fact that the seller shipped them to the point of delivery in his own name.—*Plumb v. Bridge.* Supreme Court of New York. 113 N. Y. Supp. 92.

Agreement Not to Engage in Business.—A contract not to engage in business within a specified area for a specified term is not injurious to public interests as long as the area is no greater than that covered by the business, the good will of which is sold.—*Fleckenstein Bros. Co. v. Fleckenstein.* Court of Errors and Appeals of New Jersey. 71 Atl. 265.

Broker's Purchase of Futures at Higher Price than Market at Time of Order.—Defendant in a settlement of cotton transactions is not liable to his brokers for a loss represented by the difference between the market price when he directed them to buy and the higher price at which they bought.—*Norden v. Duke.* Supreme Court of New York. 113 N. Y. Sup. 494.

Refusal to Pay for Goods.—Where a purchaser refuses to perform his contract by paying for the goods, and the seller exercises his option to treat them as the buyer's, and retake and resell them for him, he may recover of him the contract price, less what is obtained on a fair resale, and in addition the cost of storage, interest, and an allowance for his time as agent in reselling.—*Vanstov v. Stadium.* Supreme Court of North Carolina. 62 S. E. 778.

Carrier's Refusal to Allow Inspection.—Where the contract between a buyer and seller that the buyer should have the right to inspect the goods before acceptance was communicated to the carrier, and it refused to allow inspection, which resulted in a refusal to accept, and plaintiff allowed the consignee to handle the goods on consignment, thereby realizing a sum less than the contract price, the carrier was liable for the difference between the sum received and the contract price.—*Missouri, K. & T. Ry. Co. v. Hopkins.* Court of Civil Appeals of Texas. 113 S. W. 306.

Broker May Close Trade Before Market Reaches Price Specified in Stop Order.—A "stop order" is a direction by a purchaser to his broker to sell the stock purchased at the best available price if it should touch the price named in the order, while it is being held by the broker; but it does not impose an obligation on the broker to hold it until it reaches that price, as it is a measure of protection which the purchaser provides for himself against loss beyond a certain point in a fluctuating market.—*Richter v. Poe.* Court of Appeals of Maryland. 71 Atl. 420.

Regulation of Rates.—Neither Congress nor any legislative or administrative body acting by its authorization can competently establish rates for the transportation of property in interstate commerce that will not admit of the carrier earning such compensation for the service rendered as under all the circumstances is just and reasonable, since such action would deprive it of its property without due process of law, and would be a taking of its property for public use without just compensation, in violation of the fifth amendment to the Constitution.—*Missouri, K. & T. R. Co. v. Interstate Commerce Commission.* Circuit Court, Missouri. 164 Fed. 645.

Validity of Sales for Future Delivery.—A contract for the sale of goods to be delivered at a future day is valid, even though the seller has not the goods nor any other means of getting them than to go into the market and buy them; but such contract is only valid when the parties really intend a delivery by the seller and payment of the price by the buyer. And if the real intent be merely to speculate in the rise and fall of prices, and the goods are not to be delivered, but the difference is to be paid between the contract and market price at the date for executing the contract, then the transaction is nothing more than a wager.—*Richter v. Poe.* Court of Appeals of Maryland. 71 Atl. 420.

Fire Set by Locomotive Sparks.—In an action against a railroad company for the destruction of property by fire set by sparks emitted from the company's locomotive, it is sufficient to establish a prima facie case for the plaintiff to show that fire has been communicated from the company's engine to his property, which resulted in its damage or destruction, and such proof, when made, raises the presumption of negligence of the company either in the construction and equipment or management and operation of its engine, and casts the burden upon the defendant of rebutting this presumption of negligence.—*Osburn v. Oregon R. R. & Nav. Co.* Supreme Court of Idaho. 98 Pacific 627.

Railroad Property Used by Firm Taxable.—A pier of a railroad was used as a warehouse for freight discharged from cars, preparatory to being shipped by lighters and barges. Flour was about the only commodity put on the pier, and the flour delivered there was chiefly consigned to a single firm, who used the pier for the purpose of blending the flour consigned to them. They had no lease on the pier, but were charged for demurrage as other consignees, and were allowed to have the machinery of the pier without any charge therefor. Held, that the pier was used for other than railroad purposes, and was subject to local taxation.—*In re Lehigh Valley R. Co.* Supreme Court of New Jersey. 71 Atl. 126.

Carrier Liable for Burning of Car on Switch After Loaded and Sealed by Shipper and Before Issuance of B/L.—Where a railway company, engaged in switching cars over its switch tracks to and from the transfer tracks of other lines of road, for fixed system of charges, had adopted the custom of receiving loaded cars on its switching tracks, and undertaking to deliver them to the transfer tracks at other points, there was a sufficient delivery to it of certain cars where the shipper had loaded and sealed the cars and notified the carrier's agent of that fact, and directed him to move the cars out, which the agent agreed to do.—*Kansas City Sou. Ry. Co. v. Rosebrook-Josey Grain Co.* Court of Civil Appeals of Texas. 114 S. W. 436.

Building on Right-of-Way.—Release.—A release executed to a railroad company on its granting permission to erect a grain warehouse on its right-of-way from liability for fire set by a locomotive to any building then on or which might thereafter be placed on the premises or personal property, or communicated to such building, and thence to other property upon or outside of the premises, applies to buildings or parts of a building both on and off the right-of-way if a fire set by a locomotive to a building on the right-of-way is thence communicated to a building or part of a building not on the right-of-way.—*Equitable Fire & Marine Ins. Co. and Joplin Hay Co. v. St. Louis & S. F. R. Co.* Kansas City Court of Appeals, Missouri. 114 S. W. 546.

Delivery by Carrier Without Surrender of B/L.—Where a B/L authorized delivery only on surrender of the bill properly indorsed, and the consignor, after transferring the bill to a bank, wrongfully induced the carrier to deliver to persons not named in the bill without a surrender thereof, a right of action immediately accrued against the carrier to the holder of the bill for misdelivery, which could be enforced at any time within the period of limitations, and hence it was no defense that the carrier was not notified of the transfer of the B/L within a reasonable time during which the consignor was solvent, and that, because of such want of notice, and the consignor's insolvency, the carrier could not recoup its loss.—*Sheldon v. New York Central Ry.* Supreme Court of New York. 113 N. Y. Supp. 676.

Repudiation of Contract by Buyer.—A contract of sale of malt required the buyer to order one car a week, beginning the last week in November, and, had it done so, the contract would have been performed the first week in February. The buyer ordered one car in November and one in December. On Jan. 8 the sellers called attention to the default, and, in effect, demanded that the buyer live up to the contract in the future. The buyer then ordered another car, but found fault with the quality of the last shipment and insisted on a better quality in the future, and, upon delivery of the car in response to such order, claimed that it was not up to contract requirements. The claim was finally settled by the sellers on Feb. 4 accepting a reduction in price, and from that time until Mar. 25 the buyer gave no orders, though the market price was steadily advancing, and the sellers made no demand therefor. On Mar. 25 the buyer ordered a car, which the sellers declined to deliver for the reason that the buyer had not complied with the contract. Held, that there was a repudiation of the contract by the buyer upon which the sellers were entitled to stand.—*Jung Brewing Co. v. Konrad.* Supreme Court of Wisconsin. 118 N. W. 548.

Landlord's Guaranty of Payment for Seed Sold Tenant.—In an action for the price of seed sold by plaintiff, the question on the testimony was whether defendant promised to pay for the seed to be delivered to his tenant on an oral order, or whether his promise was only to pay in case the tenant did not. The court charged that the promise must be an original promise not within the statute of frauds; and the credit must be given to defendant in order to hold him liable, but that, if the promise was only to pay in case the tenant did not, it would be void under the statute of frauds. The court also charged, at defendant's request, that the jury must find that defendant told the plaintiff's agent that he would pay for the seed sold the tenant at the time of the purchase in question, and that, relying solely on this promise, and not extending credit to defendant, plaintiff let the tenant have the seed, adding that this instruction should be taken in connection with those already given. Held, that the instructions were not open to the objection that under them the defendant was liable if he promised to pay for the seed delivered to his tenant, whether the credit extended was solely to defendant or primarily to the tenant and secondarily to defendant.—*Saginaw Milling Co. v. Mower.* Supreme Court of Michigan. 118 N. W. 622.

Supply Trade

Chas. Beatley is now St. Louis representative of the Invincible Grain Cleaner Co.

For a hard day's work, no man hires a weak horse. For results, no advertiser employs a medium simply because it is cheap.

An attractive crystalloid hanger, 18"x 22", is being distributed by the Huntley Manufacturing Co. This handsome placard may be secured by writing to Silver Creek, N. Y.

The Kirkpatrick Malting Construction Co. recently incorporated, Chicago, capital \$20,000. Incorporators, R. Kirkpatrick, M. S. Kirkpatrick, W. S. Carson. The company will do a general construction and manufacturing business.

J. P. Babb, for many years manager of the Mattoon Grain Conveyor Co., died recently after a long illness, of enlargement of the spleen. A. H. Messer, who has been actively identified with the company, has succeeded Mr. Babb as manager.

J. C. Hight, formerly of the firm of C. A. Hight & Co., Dalton City, Ill., has taken an interest in the U. S. Brokerage Co. The officers of the company are: C. A. Burks, Pres.; J. L. Belden, Vice-Pres.; E. B. Belden, Sec'y, and J. C. Hight, Treas. The firm does a general elevator and real estate brokerage business.

"Ratite" is the name of a virus distributed by the Pasteur Vaccine Co., Ltd., Chicago, for the purpose of ridding property of rats without danger to other animal life or with other objectionable features. Ratite is distributed on bait and in the course of a few days causes a contagious and mortal disease among the rodents sampling the bait. Further particulars may be secured from the company.

Arnold's combined drier and bleacher is a very practical machine for the country elevator operator, according to Mann & Ward, Agts., First National Bank Bldg., Chicago. These men claim a simple, efficient, and economical drier and bleacher, and while they expect their share of the terminal elevator business they will make a campaign for country trade on the basis that the country elevator operator should own his own drying and bleaching machine, made practical and possible by the Arnold, and save profit made on this work.

An old subscriber for the Grain Dealers Journal wrote in last month, "Please do not send me your paper; I am trying to get out of business." We are glad our Woodstock reader found the Journal's influence so strong he had to stop it before he could retire from business. There are several thousand grain dealers who take the Journal because they desire to stay in business. They are the live dealers, the money makers, machinery buyers, association workers, the trade which advertisers desire to reach. We are proud of our readers because we know them to be the cream of the grain trade; we are proud of our advertisers because we believe them to be reputable, and we will not knowingly accept the advertisement of any other; therefore one of the pleasantest functions of the Journal is to place

these two interests in touch with each other.

Those who have recently purchased Reliance Dump Controllers in Ind. are: David Unger & Son, Russiaville; Weber & Purviance, Huntington; G. H. Birchard for elevator constructed at Unadilla, Kan.; the Kan. Gr. Co., Hutchinson; the Linsburg Mfg. Co., Linsburg; the P. H. Pelkey Construction Co. has purchased two controllers for elevators at Perry and Serena, Ia. The Younglove Construction Co. has purchased two Reliance Dump Controllers for elevators at Hancock and Wessington, Okla. The Chickasha Mfg. Co., Verden; Farmers Union Gin Co., Hinton, Okla.; the Willshire Mfg. Co., Willshire, O.; J. R. Wagner, Metamora; B. P. Hill Grain Co., Baileyville, Ill.

The year 1909 promises to be the most active in the history of the automatic scale business. Manufacturers who are already well known to the trade thru advertising in the Journal report many orders for machines with prospects for an unparalleled demand. One very prominent manufacturing concern has been running its plant steadily, full force, in order to create a surplus of automatic machines which it sees will be needed this year. A well known company which has been making and selling hopper scales for a number of years has conceded that it is practically out of the scale business since it has no automatic to offer the trade. The company will probably announce an automatic scale for its trade soon. In the Jan. 10 number of the Journal we recorded that an automatic scale patent had been issued to an Illinois patentee, and the record breaking sale by the Winters-Coleman Scale Co. All signs point to a tremendous automatic scale business. Dealers who wish to purchase machines will watch the advertising pages of the Journal closely.

Report of Michigan Millers Fire Insurance Co.

The 28th annual report of the Michigan Millers Fire Insurance Co. shows that notwithstanding the Company paid losses amounting to \$356,164 during 1908, it still has assets amounting to \$2,797,595. This includes premium notes having a net value of \$1,985,940.

The Company's cash assets amounting to \$811,655 includes first mortgage loans, amounting to \$126,330; bonds amounting to \$425,675; cash \$194,896; Home Office Bldg., \$6,000; interest due and accrued, \$8,828; premiums due, \$51,925.

The Company's losses in process of adjustment at the close of the year amounted to approximately \$47,682.

Since this Company was organized, it has paid losses amounting approximately to \$2,500,000.

In his report to members on the business of the past year, Sec'y A. D. Baker writes:

A year ago our Board of Directors made a reduction in the cost of insurance to our members, by increasing the rate of dividend from 55 per cent to 60 per cent. On account of this 5 per cent reduction in cost, we collected in assessments from our members during 1908, \$22,000.00 less than during 1907. It is largely on this account that we show a loss on the year's business of about \$16,000.00 in our Net Cash Surplus. In view, however, of the fact that this surplus now stands at \$442,920.15, the loss is comparatively slight, and we do not feel that it will be necessary to increase the cost of insurance to our members. We therefore expect to continue for 1909 the low cost of 1908. One of the advantages of an ample surplus is thus illustrated, in that it permits a uniformly low cost, regardless of occasional bad years.

NON-SIFTING SAMPLE ENVELOPES TULLAR ENVELOPE CO.

Successors to
HOWE ENVELOPE CO., Ltd.
303 Congress St. West, Detroit, Mich.



Special Grain Shovel Rope

A marlin covered wire rope flexible as manila rope and much more economical.

Also Special Car Pulling Rope and Jupiter Transmission Rope

DURABLE WIRE ROPE CO.

BOSTON CHICAGO
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E + FUMA =

Live weevil plus a little Fuma equals dead ones every time

Fumigate Your Elevators and Mills With FUMA

The only satisfactory method of treating grain in the bin; kills all insects, weevil, moths, etc.

10c per lb. in 50 lb. and 100 lb. drums
Send for printed matter

EDWARD R. TAYLOR
Manufacturing Chemist Penn Yan, N. Y.

RATS & MICE EXTERMINATED SCIENTIFICALLY

WITH
Pasteur Vaccine Co. Rat Virus
Non-Poisonous—No Odors

The virus is fed to the rodents on bread, grain or other suitable bait. In the course of a few days this creates a contagious and mortal disease that is harmless to all other life. Furnished in two forms.

MOURATUS—Gelatin Form, 50 and 75c.
RATITE—Liquid Form, 75c, \$1 and \$1.50.

Write for further particulars and testimonials to
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Sole Concessionaries of Institut Pasteur, Paris, Biological Products.

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New York, 385 West 11th Street.
Chicago, 322-323 Dearborn Street.

Address Dept. K,

Report of Millers National Insurance Co.

The 33rd annual report of the Millers Nat'l Ins. Co. shows it to have closed the year 1908 with insurance in force amounting to \$46,809,154. Of this, \$33,288,403 was on flour mills, elevators and contents, while \$13,520,750 was general business, both cash and mutual.

Notwithstanding the Company had more fire losses than any preceding year—in fact, 120 more than in 1907—it closed the year with a greater net cash surplus by \$47,000, due almost entirely, however, to appreciation in the value of its securities.

Its assets at the close of the year amounted to \$1,512,426, which included \$1,168,323 invested in bonds; \$6,545 in railroad stock; \$156,950 in loans; \$100,607 cash; \$21,405 interest accrued on investments; and \$58,593 premiums in course of collection. The Company's premium notes subject to assessment (net value) amounted to \$4,338,547, leaving a surplus over all liabilities, including notes and permanent funds, of \$5,288,714.

The Company's income during the past year amounted to \$624,668, of which \$266,891 was from the premiums on cash policies; \$114,521, premiums on mutual policies; \$299,216, assessments on mutual policies; \$65,422 interest on investments.

The Company's disbursements during the past year amounted to \$571,477, which included \$429,550 paid for losses, 75 of the losses suffered amounted to more than \$2,000 each; 213 were less than \$2,000 each; and 20 losses were unadjusted at the close of the year.

Sec'y M. A. Reynolds, in his report to policy holders, says:

The year 1908 goes down into history as generally unsatisfactory, from a business point of view, and in the matter of fire

losses in the United States it has a record exceeding any previous year in which great conflagrations did not occur, due to the unsatisfactory business conditions and the protracted drought, which was a prolific source of fires, over a wide extent of country, for months.

Our experience followed closely the general conditions prevailing throughout the country. We had 398 losses, or 120 more than in 1907, costing \$452,000.00, or \$127,000.00 more than for that year.

Assessments on our Mutual business have been at the rate of 6% for the year, or but 30% of the annual rate, equal to a saving of 70% on the basis of a Cash Premium, for the rate charged, the largest saving ever made.

Statement of Mill Owners Mutual of Iowa.

The 34th annual statement of the Mill Owners Mutual Fire Insurance Co. of Iowa, which is the oldest of the flour mill mutuals, shows that during the past year this Company has continued to gain in business and strength. Sec'y J. G. Sharp reports that on Jan. 1 the Company had insurance in force amounting to \$10,323,910, with assets amounting to \$1,063,799. This included deposit notes subject to assessment, amounting to \$802,319; first mortgages \$230,472; interest accrued but not due, \$6,690; cash, \$24,317.

The Company's only liability was for late losses, amounting to \$12,500.

During the past year, the Company's cash receipts included \$128,016 from assessments; \$36,288 as guaranty deposits; \$13,277 from interest.

The losses adjusted and paid during 1908 amounted to \$134,376; the expenses to \$30,246. Guaranty deposit returns, \$24,412.

Since organization, this Company has paid losses amounting to nearly \$1,500,000, while its expenses amounted to only \$360,763, thus effecting a net saving to policy holders of nearly \$2,000,000.

Statement of Grain Dealers Insurance Co.

The 6th annual statement of the Grain Dealers Nat'l. Mutual Fire Insurance Co. shows that notwithstanding the Company had very heavy losses during 1908, it starts in the new year with assets in excess of a million dollars, the exact figures being \$1,066,899. This includes premium notes, net value, \$952,757. The cash assets of the Company include \$109,845, cash, bonds and mortgages; \$1,087, interest accrued but not due; \$1,328, uncollected assessments; \$1,879, uncollected premiums. The company closed the year with no losses unsettled.

In reviewing the business for the past year, Secretary McCotter wrote as follows to the policy holders:

The statement records the steady growth of the Company for the past year. We are now insuring over 2,200 country elevators for over Nine Million Dollars of insurance. This is an increase of slightly over ten per cent. On this business there is a saving to the policyholders, with self-inspection credits, of over \$120,000 annually. In addition is the saving of over fifty per cent. on short time grain insurance from the short rates of other companies.

Losses have been larger than in previous years, but all have been adjusted and paid with no disputes in settlement and no increase in the cost to the policyholders. The expense ratio has been decreased by the increased amount of business and income being handled by the same clerical and field employees. About 85 per cent. of the properties insured are making self-inspection reports which, without question, has been a strong factor in keeping down the losses.

We have read the Grain Dealers Journal with a great deal of interest for several years and hope to for several years to come. The news and information given are always interesting and instructive.—Beebe Grain Co., Butte, Mont.

FIRE INSURANCE A Few Things Worth Knowing About the

Millers' National Insurance Company

THE thirty-third annual report to policyholders of the Millers' National Insurance Co., just issued, shows that while the losses were the largest it ever sustained, it made the greatest increase in business in its history.

It also made the lowest assessment it ever made, same being 6 per cent for the year, or only 30 per cent of the annual rate, equal to a 70 per cent saving on the basis of a cash premium for the rate charged. The total

cash assets of the company are \$1,512,426.14, and the total liabilities are \$582,259.15, leaving a net cash surplus of \$930,166.99. Risks in force December 31, 1908, \$46,809,154.03, an increase during the year 1908, of \$6,468,383.07. Losses paid since organization, \$6,054,303.83.

If there is anything more convincing desired by millers or grain dealers who are looking for inexpensive and safe insurance any one of the following officers, directors or agency managers will be pleased to give it.

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M. A. REYNOLDS, Secretary

C. B. COLE, Vice-President
F. S. DANFORTH, Assis't. Secretary

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H. M. GILES, Minneapolis, Minn., Northwestern Agency.
CHAS. H. RIDGWAY, Kansas City, Mo., Southwestern Agency.
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No. 205 La Salle Street **CHICAGO, ILLINOIS**

Fire Insurance Companies

ORGANIZED 1883

The Western Millers' Mutual Fire Insurance Company

KANSAS CITY, MO.

CHAS. H. RIDGWAY Secretary.

SAFE INDEMNITY

Flour Mills, Elevators, Warehouses, and contents.

ORGANIZED — 1907 — INCORPORATED

Western Grain Dealers' Mutual Fire Insurance Association,

Des Moines, Flynn Bldg., Iowa

Insures Elevators, Warehouses and Contents Exclusively.

Correspondence solicited,
GEO. A. WELLS, Secretary.

Millers Mutual Fire Insurance Association of Illinois

ALTON :: ILLINOIS

Wrote \$9,897,311.23 insurance last year
Paid \$116,523.11 in losses last year
Added \$20,545.96 to surplus last year
Assessed only 40% of basis rates last year

If you want the best of Insurance at the lowest cost, write to us.

Insurance in force - \$13,551,441.39
Face value of notes - 1,701,351.00
Cash Assets - 336,898.85

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PERMANENT OR SHORT TERM POLICIES

Established 1902

Tri-State Mutual Grain Dealers' Fire Insurance Co. (Inc.)

Elevator and Grain Insurance at Actual Cost
E. A. BROWN, Pres. V. E. BUTLER, V.-Pres.
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E. H. Moreland, Sec'y, Luverne, Minn.

Mill Owners' Mutual Fire Insurance Co., Des Moines, Iowa

Organized 1875

INSURES MILLS, ELEVATORS, WAREHOUSES and CONTENTS

Net Cash Assets.....\$266,243.81
Losses Paid.....\$1,339,403.60
Saved to Policy Holders.....\$1,752,149.12
J. G. SHARP, Secretary



A Good Guide

in selecting a fire insurance company is the lead taken by experienced grain men. The



has been selected by the owners of over 2200 country elevators for over Nine Million Dollars insurance. There is a reason.

Write for information to

C. A. McCotter, Sec'y.

Grain Shippers' Mutual Fire Insurance Association

IDA GROVE - - IOWA

Risks in force \$6,927,000.00
Admitted assets, Dec. 30, 1907 60,197.76
Total liabilities 4,735.00
Net assets, Dec. 30, 1907 \$45,462.76

Dividends on the basis of 80% cost.
We write Fire, Lightning and Tornado Insurance for the Grain Trade.

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Duplicating Scale Ticket Book

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives it to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

Grain Dealers Journal

255 La Salle Street,

CHICAGO, ILL.

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If you wish to buy
or sell seeds or
grain of any kind
consult page 95,
this number.



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Regarding
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Dust Collector
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It secures a higher grade of grain and saves
more of it.

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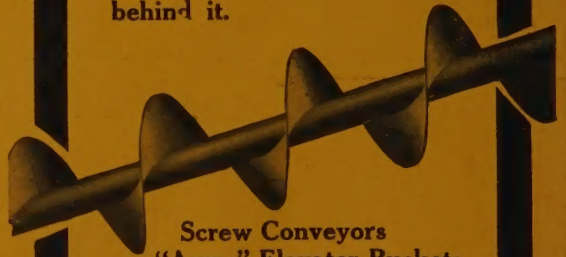
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Machinery for Grain Ele-
vators and Flour Mills has
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GRAIN HANDLING

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Wherever there's a large amount of material to
be handled—in grain elevators, flour mills, or other
plants—Weller machinery is particularly useful.

1908 saw the solution of the economical-hand-
ling-of-materials problem in many great plants of
America. Start 1909 right. The installation of
Weller machinery will be a step in the economy
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The Weller catalog is an important
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This Distributor is made with a
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